

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

t: 03450 450 500

f: 01954 713149

www.scambs.gov.uk



15 March 2017

To: Chairman – Councillor David Bard
Vice-Chairman – Councillor Kevin Cuffley
All Members of the Planning Committee - Councillors John Batchelor,
Anna Bradnam, Brian Burling, Pippa Corney, Sebastian Kindersley,
David McCraith, Des O'Brien, Deborah Roberts, Tim Scott and Robert Turner

Quorum: 3

Dear Councillor

You are invited to attend the next meeting of **PLANNING COMMITTEE**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **THURSDAY, 23 MARCH 2017** at **9.30 a.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution *in advance of* the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
JEAN HUNTER
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.

AGENDA

PAGES

PUBLIC SEATING AND SPEAKING

Public seating is available both in the Council Chamber (First Floor) and the Public Gallery / Balcony (Second Floor). Those not on the Committee but wishing to speak at the meeting should first read the Public Speaking Protocol (revised October 2016) attached to the electronic version of the agenda on the Council's website.

PROCEDURAL ITEMS

1. **Apologies**
To receive apologies for absence from committee members.
2. **Declarations of Interest**
 1. **Disclosable pecuniary interests ("DPI")**
A DPI is where a committee member or his/her spouse or partner has any kind of beneficial interest in the land under

consideration at the meeting.

2. Non-disclosable pecuniary interests

These are interests that are pecuniary involving a personal financial benefit or detriment but do not come within the definition of a DPI. An example would be where a member of their family/close friend (who is not their spouse or partner) has such an interest.

3. Non-pecuniary interests

Where the interest is not one which involves any personal financial benefit or detriment to the Councillor but arises out of a close connection with someone or some body /association. An example would be membership of a sports committee/ membership of another council which is involved in the matter under consideration.

3. Minutes of Previous Meeting

5 - 10

To authorise the Chairman to sign the Minutes of the meeting held on 1 March 2017 as a correct record.

PLANNING APPLICATIONS AND OTHER DECISION ITEMS

To view plans, drawings and other documents submitted with the application, follow the link called 'Application file' and select the tab 'Plans and Docs'.

4. S/0123/17/FL - Oakington (9 Station Road)

11 - 16

5. S/3396/16/RM - Duxford (8 Greenacres)

17 - 46

6. S/2553/16/OL - Linton (Land off Horseheath Road)

47 - 98

7. S/1411/16/OL - Cottenham (Rampton Road)

99 - 288

8. S/1818/15/OL (APP/W0530/W/16/3151609)- Cottenham (Land off Rampton Road)

289 - 294

OUR LONG-TERM VISION

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

OUR VALUES

We will demonstrate our corporate values in all our actions. These are:

- Working Together
- Integrity
- Dynamism
- Innovation

GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL

Notes to help those people visiting the South Cambridgeshire District Council offices

While we try to make sure that you stay safe when visiting South Cambridgeshire Hall, you also have a responsibility for your own safety, and that of others.

Security

When attending meetings in non-public areas of the Council offices you must report to Reception, sign in, and at all times wear the Visitor badge issued. Before leaving the building, please sign out and return the Visitor badge to Reception.

Public seating in meeting rooms is limited. For further details contact Democratic Services on 03450 450 500 or e-mail democratic.services@scambs.gov.uk

Emergency and Evacuation

In the event of a fire, a continuous alarm will sound. Leave the building using the nearest escape route; from the Council Chamber or Mezzanine viewing gallery this would be via the staircase just outside the door. Go to the assembly point at the far side of the staff car park opposite the staff entrance

- **Do not** use the lifts to leave the building. If you are unable to use stairs by yourself, the emergency staircase landings have fire refuge areas, which give protection for a minimum of 1.5 hours. Press the alarm button and wait for help from Council fire wardens or the fire brigade.
- **Do not** re-enter the building until the officer in charge or the fire brigade confirms that it is safe to do so.

First Aid

If you feel unwell or need first aid, please alert a member of staff.

Access for People with Disabilities

We are committed to improving, for all members of the community, access to our agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you. All meeting rooms are accessible to wheelchair users. There are disabled toilet facilities on each floor of the building. Infra-red hearing assistance systems are available in the Council Chamber and viewing gallery. To use these, you must sit in sight of the infra-red transmitter and wear a 'neck loop', which can be used with a hearing aid switched to the 'T' position. If your hearing aid does not have the 'T' position facility then earphones are also available and can be used independently. You can get both neck loops and earphones from Reception.

Toilets

Public toilets are available on each floor of the building next to the lifts.

Recording of Business and Use of Mobile Phones

We are open and transparent about how we make decisions. We allow recording, filming and photography at Council, Cabinet and other meetings, which members of the public can attend, so long as proceedings at the meeting are not disrupted. We also allow the use of social media during meetings to bring Council issues to the attention of a wider audience. To minimise disturbance to others attending the meeting, please switch your phone or other mobile device to silent / vibrate mode.

Banners, Placards and similar items

You are not allowed to bring into, or display at, any public meeting any banner, placard, poster or other similar item. Failure to do so, will result in the Chairman suspending the meeting until such items are removed.

Disturbance by Public

If a member of the public interrupts proceedings at a meeting, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room. If there is a general disturbance in any part of the meeting room open to the public, the Chairman may call for that part to be cleared. The meeting will be suspended until order has been restored.

Smoking

Since 1 July 2008, South Cambridgeshire District Council has operated a Smoke Free Policy. No one is allowed to smoke at any time within the Council offices, or in the car park or other grounds forming part of those offices.

Food and Drink

Vending machines and a water dispenser are available on the ground floor near the lifts at the front of the building. You are not allowed to bring food or drink into the meeting room.

EXCLUSION OF PRESS AND PUBLIC

The law allows Councils to consider a limited range of issues in private session without members of the Press and public being present. Typically, such issues relate to personal details, financial and business affairs, legal privilege and so on. In every case, the public interest in excluding the Press and Public from the meeting room must outweigh the public interest in having the information disclosed to them. The following statement will be proposed, seconded and voted upon.

"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

Notes

- (1) Some development control matters in this Agenda where the periods of consultation and representation may not have quite expired are reported to Committee to save time in the decision making process. Decisions on these applications will only be made at the end of the consultation periods after taking into account all material representations made within the full consultation period. The final decisions may be delegated to the Corporate Manager (Planning and Sustainable Communities).
- (2) The Council considers every planning application on its merits and in the context of national, regional and local planning policy. As part of the Council's customer service standards, Councillors and officers aim to put customers first, deliver outstanding service and provide easy access to services and information. At all times, we will treat customers with respect and will be polite, patient and honest. The Council is also committed to treat everyone fairly and justly, and to promote equality. This applies to all residents and customers, planning applicants and those people against whom the Council is taking, or proposing to take, planning enforcement action. More details can be found on the Council's website under 'Council and Democracy'.

Agenda Annex



Public Speaking at meetings of the Planning Committee

October 2016

1. What is the Planning Committee?

- 1.1 South Cambridgeshire District Council's Planning Committee is a Regulatory Committee consisting of elected Councillors. It is responsible for the following:
- determination of larger, more complex or sensitive planning applications, including those that, formerly would have gone to the Northstowe Joint Development Control Committee, submitted to the Council by other organisations or by members of the public
 - any planning application submitted to the Council by one of its officers or elected Councillors;
 - Tree Preservation Orders and the protection of important hedgerows;
 - Responding on behalf of South Cambridgeshire District Council, as Order Making Authority, to Cambridgeshire County Council about Public Rights of Way within the District;
 - Monitoring the progress and outcome of Appeals and Enforcement Action;
 - Authorizing Direct Enforcement Action
 - Procedural matters relating to the planning process.

2. When and where do Planning Committee meetings take place?

- 2.1 The Planning Committee meets in the Council Chamber at South Cambs Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA at 10.30am on a Wednesday, which is usually the first Wednesday each month. Further details, including contacts, directions, and variations to dates / venue are available on the Council's website by visiting www.scambs.gov.uk and follow the links from 'The Council', or by phoning Democratic Services on 03450 450 500.

3. Can anyone attend Planning Committee meetings?

- 3.1 Meetings of the Planning Committee are open to the public, so anyone can attend. A range of people with differing interests in specific applications observe these meetings, whether they are applicants or an applicant's agent, objectors, neighbours or other residents, local District Councillors or members of Parish Councils.
- 3.2 Despite being a public meeting, in some very occasional cases the law does allow the committee to consider some matters in private. For example, an application may contain information of a personal or commercially sensitive nature that the Council would not be able to publicise. In every case, however, the public interest in excluding the press and public from the meeting room must outweigh the public interest in having the information disclosed.

4. Can anyone speak at Planning Committee meetings?

- 4.1 The Planning Committee welcomes public speaking and participation from outside of the Committee's membership. All registrations to speak must be made direct to Democratic Services. Other than Members of the Planning Committee and the Council's officers, there are four main categories of other people able to speak at meetings of the Committee: -
- (a) 1 x Community Objector or objector's agent
 - (b) (i) 1 x Applicant (or applicant's agent)
 - (ii) 1 x Community Supporter **if** (and only if) the officer recommendation is Refusal or the applicant or agent forego their right to speak
 - (c) 1 x Parish Council representative (elected or co-opted Councillor, agent or Parish Clerk)
 - (d) Local District Councillor(s) or another Councillor appointed by them

- 4.2 Parish Councils and local Members speak as part of the planning process, regardless of whether they support or oppose an application. Objectors and Supporters speak as part of the specific application. Where more than one objector or supporter exists, they must agree between themselves on a presentation that covers all their concerns. Where the officer recommendation is Approval, a Community Supporter will only be allowed to address the Committee if the applicant or applicant's agent forego their right to speak.
- 4.3 The same person is not allowed to address the committee in more than one of the speaker Categories. Where speakers have competing interests, such as community objector and Parish Council representative, they should choose their dominant interest prior to registering to speak, and delegate the other role to another representative if need be.
- 4.4 In exceptional circumstances, the Committee Chairman may opt to make special arrangements such as where a neighbouring parish is perceived as being significantly affected by a proposal, or for a Portfolio Holder (member of the Council's Cabinet) to speak.
- 4.5 It is impossible to say at what time each application on the agenda will be discussed. Public speakers should therefore be prepared to address the Committee at any time after the beginning of the meeting.

5. What can people say and for how long can they speak?

- 5.1 Each speech is limited to three minutes. This applies even when the applicant (or applicant's agent) and a Community supporter both address the Committee, as detailed above – the objector can still only speak for three minutes. The Chairman operates a system of lights that indicate when one minute remains and when the allotted time of three minutes has been used up. Speakers address the Committee from a clearly marked table, and must speak into the microphone provided. They should restrict themselves to material planning considerations such as:
- Design, appearance, layout, scale and landscaping
 - Visual and residential amenity
 - Flooding and drainage
 - Environmental health issues such as noise, smells and general disturbance
 - Highway safety and traffic issues
 - Impact on trees, listed buildings, biodiversity, conservation areas and other designated sites.
 - Loss of an important view from **public** land that compromises the local character
 - Planning law and previous decisions including appeals
 - National Planning Policy Framework and Planning Policy Guidance
 - South Cambridgeshire Local Development Framework and the emerging Local Plan
- 5.2 Committee members will **not** be able to take into account issues such as:
- boundary and area disputes
 - perceived morals or motives of a developer
 - the effect on the value of property
 - loss of a **private** view over adjoining land (unless there is a parallel loss of an important view from public land)
 - matters not covered by planning, highway or environmental health law
 - covenants and private rights of access
 - suspected future development,
 - processing of the application,
 - the retrospective nature of a planning application
- 5.3 Speakers should be careful not to say anything derogatory or inflammatory, which could expose them to the risk of legal action. After the objector and supporter have spoken, Committee members may ask

speakers to clarify matters relating to their presentation. If those registered to speak are not present in the meeting room by the time the relevant item is considered, the Committee won't be able to wait, and will determine the application – officers will be able to say whether a particular item is at the beginning, middle or end of the agenda, but cannot give an accurate idea of when it will be considered.

- 5.4 Committee members will have read the written reports prepared for them, so speakers should try to avoid repeating points that are already explained in that material.

6. Can members of the public give Committee members written information or photographs relating to an application or objection?

- 6.1 Yes. The absolute deadline for submitting such material to the Democratic Services Officer is 1.00pm on the Friday before the meeting (such deadline being brought forward by 24 hours for each Bank Holiday between the day of agenda publication and day of the meeting).
- 6.2 Please send such information, preferably by e-mail, to Democratic Services (ian.senior@scams.gov.uk), who will circulate the information for you among all interested parties (applicant, objectors, Parish Council, officers). In the interests of natural justice, such information will not be distributed earlier than five working days (not including Saturdays, Sundays or Public holidays) before the meeting **Please do not supply information directly to members of the Planning Committee because of the need to identify substitute members, key Council officers and other interested parties.**
- 6.3 Projection equipment, operated by Council officers, is available in the Council Chamber for the display of a limited number of photographs only. How are applications considered?

7. How are applications considered?

- 7.1 The appropriate planning officer will introduce the item. Committee members will then hear any speakers' presentations, and might ask those speakers questions of clarification. The order of speaking will be as stated above. The Committee will then debate the application and vote on either the recommendations of officers in the agenda or a proposal made and seconded by members of the Committee. Should the Committee propose to follow a course of action different to officer recommendation, Councillors must give sound planning reasons for doing so.

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Further information is available from Democratic Services, South Cambridgeshire District Council, South Cambs Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA – Telephone 03450 450 500.
democratic.services@scams.gov.uk

Updated: 18 October 2016

Agenda Item 3

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Planning Committee held on
Wednesday, 1 March 2017 at 9.45 a.m.

PRESENT: Councillor David Bard – Chairman
Councillor Kevin Cuffley – Vice-Chairman

Councillors: John Batchelor Anna Bradnam
Brian Burling Pippa Corney
Sebastian Kindersley David McCraith
Cicely Murfitt Des O'Brien
Tim Scott Robert Turner

Officers in attendance for all or part of the meeting:

Julie Ayre (Planning Team Leader (East)), Julie Baird (Head of Development Management), Andrew Fillmore (Principal Planning Officer), John Koch (Planning Team Leader (West)), Chris Morgan (Senior Planning Officer), Paul Mumford (New Communities Team Leader), Karen Pell-Coggins (Principal Planning Officer), Lydia Pravin (Planning Officer), Stephen Reid (Senior Planning Lawyer), Ian Senior (Democratic Services Officer), Charles Swain (Principal Planning Enforcement Officer) and David Thompson (Principal Planning Officer)

Councillors Grenville Chamberlain and Tony Orgee were in attendance, by invitation.

1. **S/2047/16/FL - CALDECOTE (LAND TO THE REAR OF 18-28 HIGHFIELDS ROAD, 18 , HIGHFIELDS ROAD, HIGHFIELDS CALDECOTE, CALDECOTE, CB23 7NX)**

Representatives of CALA Homes attended the meeting and gave a technical briefing focusing on drainage and housing delivery.

In response to the Planning Lawyer, CALA Homes said that, although the flood attenuation scheme would not be adopted by Anglian Water, a management company would be established, and fall-back provisions would be put in place to secure continuation of service should that management company cease to exist.

Councillor Dr. Tumi Hawkins (the local Member) welcomed the progress made by CALA in addressing drainage issues in Caldecote. However, sewerage was still being removed by tankers, indicating that problems remained with the pumping station operated by Anglian Water. In response, it was stated that CALA had carried out only limited work with Anglian Water, who maintained that the Bourn Water Recycling Station had sufficient capacity.

Councillor Des O'Brien wondered whether South Cambridgeshire District Council had any powers to force Anglian Water to be more transparent. The Chairman replied that the Council had to rely on what Anglian Water said, but asked officers to make further enquiries. Councillor Anna Bradnam reminded the Committee that Anglian Water had statutory obligations, and called for better joint working to deduce what work was needed to resolve the pumping station issues.

The Vice-Chairman asked for a definition of a 'six-hour event'. In reply, it was explained that this was a statutory standard. The underground storage of water on the undeveloped site as opposed to a developed site would result in an increase that would then be released slowly from that site by means of a system put in place by the developers.

The planning application itself would be considered later.

2 (a) Apologies

Councillor Deborah Roberts sent Apologies for Absence. Councillor Cicely Murfitt attended the meeting as substitute.

2 (b) Head of Development Management

The Chairman reported that the current meeting was the Head of Development Management's last scheduled Planning Committee meeting before leaving South Cambridgeshire District Council to take up a new position with St. Edmondsbury Council (part of West Suffolk Working Together). He paid tribute to Julie Baird's commitment to this Council as Local Planning Authority, and to the Planning Committee. He wished her all the best in her future career.

On behalf of the Committee membership, Councillor Sebastian Kindersley endorsed the Chairman's sentiments, and added his own good wishes.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

The Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 1 February 2017.

5. S/1694/16/OL - HARDWICK (GRACE CRESCENT)

Members visited the site on 28 February 2017.

Glyn Mutton and James Thomas (for the applicants), Councillor Steve Rose (Hardwick Parish Council) and Councillor Grenville Chamberlain (local Member) addressed the meeting. In response to a question about density, the applicants clarified that the two figures referred to related to the built area only and to the whole site. Councillor Rose confirmed that the Parish Council now supported the proposal in principle, subject to a few minor details being addressed, such as access for construction vehicles. Councillor Chamberlain welcomed the proposal because it helped address the lack of affordable housing and community facilities within the village. However, he was disappointed that the NHS still did not support the establishment of a medical facility in Hardwick.

Following discussion, the Committee gave officers **delegated powers to approve** the application subject to

1. The prior completion of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 securing the Obligations detailed in the Heads of Terms attached as Appendix 1 to the report from the Head of Development Management contained in the main agenda dated 21 February 2017
 - a. The local connection criteria being amended, as noted in the update report in the agenda supplement dated 24 February 2017, to state Hardwick instead of Cottenham
 - b. Management and maintenance of the surface water drainage scheme being incorporated

- c. Onsite public open space being secured
- d. Details of the indoor community space / new community centre sum being amended, in line with the update report, to state

“Either £608,000 or £349,538.44 depending on whether the community rooms at the Primary School convert to early years classrooms”

- 2. The draft Conditions referred to in the report from the Head of Development Management; and
- 3. The Informatives referred to in the report from the Head of Development Management.

6. S/1433/16/OL - GREAT ABINGTON (LAND ADJACENT TO STRAWBERRY FARM, PAMPISFORD ROAD)

Gavin Davidson (applicant), Councillor Penny Zimmern (Great Abington Parish Council) and Councillor Tony Orgee (local Member) addressed the meeting. In response to questions, Mr. Davidson confirmed that no consideration had yet been given to the future use of land to the east of the development site. He also confirmed that 40% of the proposed dwellings would be affordable with two car parking spaces per dwelling. Councillor Zimmern informed the Committee that the Neighbourhood Plan, currently being prepared, for the Land Settlement Association would allow only one extra dwelling on each plot. Councillor Orgee reminded the Committee that this site had not been submitted for consideration as part of the emerging Local Plan.

Following debate focussing on sustainability and the absence of a five-year housing land supply, Committee gave officers **delegated powers to approve** the application subject to

- 1. The prior completion of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 securing
 - (a) 40% Affordable housing on-site or, should there be no evidence of demand at the time of the Reserved Matters application, a commuted sum towards the provision of affordable housing off-site but still within South Cambridgeshire
 - (b) £73.50p per dwelling for Waste receptacles
 - (c) A monitoring fee of £500
 - (d) A footpath along Pampisford Road
- 2. The Conditions set out in the report from the Head of Development Management.

Councillor Kevin Cuffley left the meeting immediately after the conclusion of S/1433/16/OL in Great Abington to attend a meeting of the Greater Cambridge City Deal on behalf of South Cambridgeshire District Council. With the Committee's consent, Councillor Des O'Brien fulfilled the role of Vice-Chairman for the remainder of the meeting.

7. S/2925/16/OL - BABRAHAM (LAND ADJ. 6 BLACKSMITH'S CLOSE)

Members visited the site on 28 February 2017.

Councillor Tony Orgee (local Member) addressed the meeting. He reminded the Committee that, as part of the Local Plan process, the District Council had considered self-build as a fully affordable option. Councillor Orgee would support a single dwelling on this site.

Without further consideration, the Committee **approved** the application subject to the Conditions and Informatives set out in the report from the Head of Development Management.

8. S/1411/16/OL - COTTENHAM (LAND OFF RAMPTON ROAD) *WITHDRAWN FROM THE AGENDA*

Members noted that this application had been **withdrawn** from the agenda.

9. S/3077/16/OL - GULDEN MORDEN (THOMPSONS MEADOW, TRAP ROAD)

Christine Furmston (objector) and Brian Christian (applicant's agent) addressed the meeting. Christine Furmston said that the application represented a significant departure from the Local Plan. There was an issue with capacity of the drainage system. She had concerns about the impact on wildlife and the implications for car parking and traffic. The proposed access raised safety concerns. Mr. Christian said there was no demonstrable harm in the proposal.

Speaking as local Member, Councillor Cicely Murfitt said the proposal was on an inappropriate site. Further concerns related to drainage, car parking and the unsuitability of the footpath. In relation to paragraph 3 of the report from the Head of Development Management, Councillor Murfitt clarified that the doctors surgery serving Guilden Morden was in Ashwell, not Bassingbourn.

Following discussion focussing on the positive aspect of affordable housing and the negative issue of sustainability, the Committee **approved** the application subject to

1. A Legal Agreement under Section 106 of the Town and Country Planning Act 1990 securing the developer obligations detailed in the Heads of Terms attached as Appendix 1 to the report from the Head of Development Management; and
2. The drafter Conditions and Informatives referred to in the said report.

10. S/3243/16/PO - WEST WICKHAM (LAND BETWEEN 39-47 HIGH STREET)

The Planning Lawyer said that the applicant was entitled to submit a new application for between one and three dwellings, and officers would have to consider that application on its merits. He added that the loss of an affordable home was not a material planning consideration.

Hugo Prime (applicant's agent) addressed the meeting and was accompanied by Jon Kimble (applicant). Mr. Prime said that the current policy would not require delivery of an affordable home.

Following a short debate, the Committee **refused** the application because the removal of

a completed Section 106 Agreement (entered into pursuant to an approval under S/1512/10 for Land between 39-47 High Street, West Wickham and which Agreement requires payment of financial contributions) would result in significant harm in relation to that approval, and would set a dangerous precedent for other section 106A applications where development had already started.

11. **ENFORCEMENT REPORT**

The Committee **received and noted** an Update on enforcement action.

In respect of paragraph 4(d) (45 North Road, Abington), the Principal Planning Enforcement Officer informed the Committee that a prosecution file had now been opened.

The Planning Lawyer said that officers were considering how to proceed in relation to the recent Judicial Review of the Council's decision about a proposed football stadium in Sawston.

12. **APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION**

The Committee **received and noted** a report on Appeals against planning decisions and enforcement action.

In response to a query about roadside advertisements, the Principal Planning Enforcement Officer undertook to investigate.

13. **S/0559/17/OL - WATERBEACH (WATERBEACH BARRACKS AND AIRFIELD, DENNY END ROAD)**

Paul Mumford, South Cambridgeshire District Council's New Communities Team Leader, delivered a presentation about a recent application received from Urban and Civic, one of the two Promoters of a New Town at Waterbeach.

The application related to

- Up to 6,500 homes, including up to 600 units of residential institution use (care home, retirement homes or sheltered housing depending on an assessment of the likely demographic over the next 20 years;
- Three primary schools, one secondary school;
- Up to 9,000 square metres (m²) for community centres, health, nurseries, library, place of worship, museum;
- Sports and fitness centre
- Up to 16,500m² of retail with no single outlet larger than 4,000m²;;
- Up to 15,000m² of employment space
- Hotel

The key issues were

- Consultation relating to the application
- Supplementary Planning Document
- Transport
- Utilities
- Phasing – infrastructure and development
- Planning for comprehensive development of the strategic site

- Relationship with Waterbeach village

The Presentation included several indicative plans and a single parameter plan.

The planning application had been submitted in February 2017, and a provisional timescale for development was as follows

- Supplementary Planning Document (SPD) to be commissioned in March 2017
- Local Plan Examination in Public hearings due at the end of March 2017
- First draft SPD for public consultation in September 2017
- Planning Committee to consider planning application in early 2018

The Chairman clarified that receipt of the Local Plan inspector's interim report was very important in relation to the Committee's ability to determine the planning application.

The Committee noted that the existing railway station serving Waterbeach village would be relocated to the eastern side of the strategic site, but without any need to divert the railway track.

In reply to a point about ensuring cycle- and footpath connectivity with neighbouring villages, the Planning Portfolio Holder confirmed that he was already holding meetings with Urban and Civic to discuss a whole range of traffic and transport issues.

The joint promoters had indicated that a final total of approximately 10,000 dwellings was possible, depending in part on permitted building heights.

The Planning Lawyer suggested that consideration be given to making a relocated train station a requirement before development on Urban&Civic's land was allowed to proceed beyond a certain amount.

Andrew Fillmore, Principal Planning Officer with South Cambridgeshire District Council, had also attended the meeting for this item. Mr. Fillmore was shortly leaving the Council and, on behalf of the Committee, the Chairman thanked him for the contribution he had made to the work of the Local Planning Authority.

**Councillor Robert Turner left
the meeting towards the end
of S/0559/17/OL - Waterbeach
(Waterbeach Barracks and
Airfield, Denny End Road).**

The Meeting ended at 1.20 p.m.

Agenda Item 4

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

23rd March 2017

AUTHOR/S: Head of Development Management

Application Number: S/0123/17/FL

Parish: Oakington and Westwick

Proposal: To change the originally approved hipped roof under application (S/0454/11/FL) to a rear gable end roof design

Site address: 9 Station Road, Oakington and Westwick, Cambridge, Cambridgeshire, CB24 3AH

Applicant: Councillor Thomas Bygott

Recommendation: Approval

Key material considerations: Principle
Design
Residential amenity

Committee Site Visit: 21 March 2017

Departure Application: No

Presenting Officer: Dean Scrivener, Planning Project Officer

Application brought to Committee because: Application made by Councillor Thomas Bygott

Date by which decision due: 09 March 2017 (Extension of time agreed until 28 March 2017)

Executive Summary

1. The application seeks full planning permission for the change in roof design from a previously approved hipped roof design under application (S/0454/11/FL) to a gable end roof design at No.9 Station Road, Oakington and Westwick, Cambridge, Cambridgeshire, CB24 3AH. The site is located within the Oakington and Westwick Village Development Framework. There are no primary constraints on the site. The South Cambridgeshire District Council is supportive of the application but no comments from the Oakington and Westwick Parish Council were received. The principle of the change in roof design is considered to be acceptable as the proposed ridge height would sit lower than the existing, ensuring it is visually subservient and proportionate to the existing dwelling. Furthermore, the proposal would be situated to the rear of the property and not be prominent in street scene views to cause any significant detrimental impact upon the visual amenity of the local area. The

recommendation is therefore that the proposal is acceptable.

Planning History

2. S/1700/10/FL – Extension – Refused
S/0116/11/FL – Two Storey Side and Rear Extension – Refused
S/0454/11/FL – Extensions – Approved
S/2397/14/NM – Non material amendment to application (S/0454/11) – Approved

Planning Policies

3. *National Planning Policy Framework (NPPF)*
National Planning Policy Guidance (NPPG)
4. *Local Development Framework Development Control Policies 2007*
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Frameworks
5. *Local Development Framework Supplementary Planning Documents (SPD):*
District Design Guide SPD – adopted March 2010
6. *Draft Local Plan*
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/7 Development Frameworks
HQ/1 Design Principles

Consultation

7. **Oakington and Westwick Parish Council** – No comments received (Out of time).

Representations

8. No third party representations have been received.

Planning Assessment

9. The application site is located at the Northern end of Station Road. The neighbouring properties form pairs of semi detached dwellings. The majority of these dwellings contain hipped design roofs however; there are a couple of dwellings consisting of gable end roof designs.
10. Principle – The site is located within the Development Framework of the village of Oakington and Westwick.
11. Design - Policy DP/2 of the Development Control Policies document relates to design of new development. The policy requires that all new development must be of a high quality and be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area. The proposed change in roof design is deemed to be acceptable as the change would still maintain that the previously approved extension under

application (S/0454/11/FL) is visually subservient and proportionate to the existing dwelling. This is evident as the proposed ridge height of the extension would sit approximately 1m below the existing roof line, creating a cohesive and appropriate design and ensuring there is no significant change to the original character and form of the host dwelling. The majority of the neighbouring properties along Station Road contain hipped roofs however, there are a couple consisting of gable ended roof designs, hence not establishing any particular set pattern in design. Furthermore, the proposal would be situated to the rear of the property and therefore would not be prominent in street scene views, not causing any significant detrimental effect upon the visual amenity of the local area.

12. For the above reasons the principle and design of the proposal is considered to be acceptable and is in accordance with Policy DP/2 of the Local Development Framework.
13. Residential Amenity – The proposal is for a change to the roof design of the previously approved extension. The position of the proposed change in roof design as shown would result in a decrease in height by approximately 1m, and is therefore not considered to cause any significant loss of light, overbearing and overlooking impacts upon No. 7 Station Road. No.11 Station Road is situated approximately 10m from the exact site of the proposal, of which is considered to be a substantial distance to not cause any significant overbearing, loss of light or overlooking impact upon the amenity area of this neighbouring property. Therefore the principle of the change in roof design is considered to be acceptable without any significant harm to residential amenity of the existing dwelling at No. 7 and No.11 Station Road, and the application therefore accords with Policy DP/3 of the Local Development Framework.

Recommendation

14. Officers recommend that the Committee grants planning permission, subject to the following:
 - a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
 - b) The development hereby permitted shall be carried out in accordance with the approved plans

Background Papers:

15. The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.
 - South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
 - South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
 - South Cambridgeshire Local Development Framework Supplementary Planning Documents
 - Planning files reference: S/0123/17/FL

Report Author: Dean Scrivener Planning Project Officer

Telephone Number: 01954 713133

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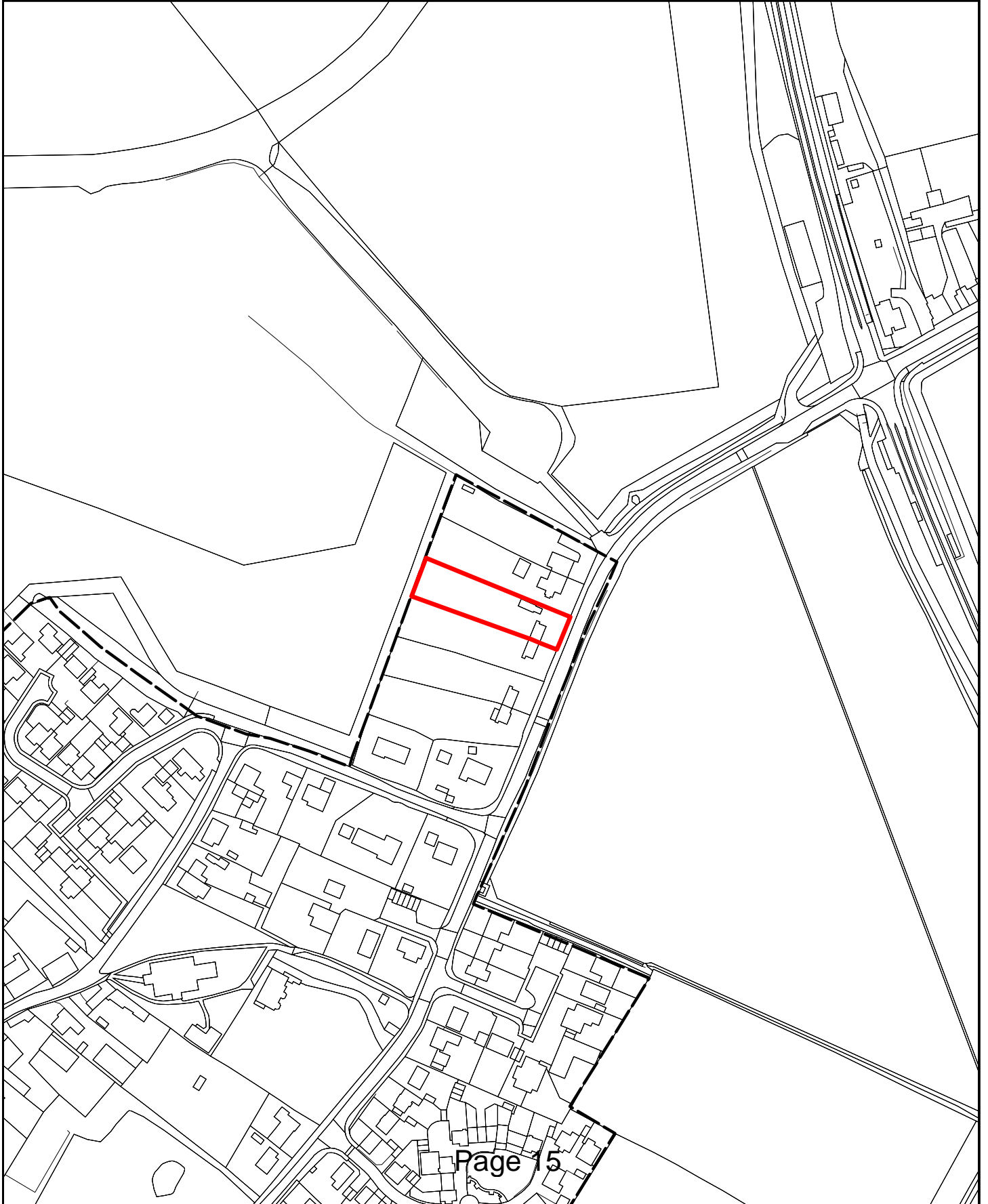
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Agenda Item 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

23 March 2017

AUTHOR/S: Planning and New Communities Director

Application Number: S/3396/16/RM

Parish(es): Duxford

Proposal: Application for approval of reserved matters (appearance, landscaping, layout and scale) for the development of up to 35 dwellings following outline planning permission S/0276/15/OL

Site address: 8 Greenacres, Duxford, Cambridgeshire, CB22 4RB

Applicant(s): Philip Wright, Cala Homes, North Home Counties

Recommendation: Approval

Key material considerations: Planning Policy and Principle
Sustainability
Amount
Layout
Scale
Appearance
Landscaping
Housing Density
Housing Mix
Affordable Housing
Developer Contributions
Highway Safety
Neighbour Amenity

Committee Site Visit: No

Departure Application: Yes

Presenting Officer: Thorfinn Caithness, Principal Planning Officer

Application brought to Committee because: The application is a departure from the Adopted Development Plan and Duxford Parish Council recommends refusal of the application.

Date by which decision due: 31 March 2017

Executive Summary

1. This is an application for reserved matters in respect of layout, scale, appearance and landscaping for a residential development of up to 35 dwellings, following outline planning permission 13/0276/15/OL; which was allowed on appeal on 24 June 2016. The principle of residential development of the site for up to 35 dwellings has therefore been established. Access to serve the site from Greenacres, facilitated by the demolition of 8 Greenacres, and was also agreed at the outline stage. 8 Greenacres has recently been demolished under a Prior Notification Procedure.
2. When determining the appeal the Inspector identified two main issues: -
 - 1) Whether or not the proposed development would provide a suitable site for housing, having regard to the principles of sustainable development and the supply of housing; and.
 - 2) The effect of the proposed access on highway safety and the living conditions of residents of Greenacres during both construction and operational phases.
3. The Inspector concluded favourably in relation to both of these key issues. Other key conclusions reached by the Inspector were as follows: -
 - (a) Duxford has good access to a wide range of employment opportunities within a short distance.
 - (b) On balance, the site provides a sustainable location for development.
 - (c) The development should be measured as sustainable in other ways, such as employment for the construction industry, provision of increased housing to reduce the shortfall and to increase housing choice, including the chronic need for affordable homes (40% on site provision).
 - (d) The site possessed no environmental challenges to development.
 - (e) Construction traffic would cause short term harm to the living conditions of residents of Greenacres, which could be managed by a Construction Environment Management Plan.
 - (f) The traffic to be generated from the proposed additional properties would not result in an adverse effect upon living conditions of residents and the Highway Authority has confirmed that the accesses are safe.
 - (g) The s106 agreement addresses concerns about Duxford Primary School capacity through a contribution of £65,000. The agreement also secures financial contributions to libraries and lifelong learning, community facilities, off-site public open space, household waste and monitoring.
 - (h) Anglian Water has confirmed the village sewerage system has adequate capacity.
 - (i) There are no objections from consultees in relation to pollution, ecology, and trees and hedgerows.
4. When approving the outline planning permission the Inspector imposed a number of pre-commencement conditions, as follows: -
 - (7) Tree Protection;
 - (10) Ecological Enhancement;
 - (11) Contamination;
 - (12) Construction Management Statement;
 - (14) Waste Management and Minimisation Strategy.
 - (15) Visibility Splays
 - (17) Surface Water

(18) Foul Water

5. At the time of writing this report Conditions 7 (Tree Protection), 10 (Ecological Enhancement), 11 (Contamination) and 15 (Visibility Splays) have been formally discharged. Members will be updated with any further developments with respect to Conditions 12 (Construction Management Statement), 14 (Waste Management and Minimisation Strategy), 17 (Surface Water) and 18 (Foul Water) at the committee meeting.
6. This current application for approval of reserved matters has generated objections from the Parish Council and a number of local residents, notably in relation to the proposed layout and the siting, scale and detailed design of a number of the properties, which objectors consider would harm neighbour amenity by reason of overlooking and overbearing effects. Other objections relate to matters of principle, access and traffic and harm from construction activities, all of which have already been assessed and deemed to be acceptable by the Inspector, or are covered by details submitted under separate, concurrent discharge of condition applications. Further concerns relate to no provision of a connection to the public right of way on the northern boundary, inadequate parking, lack of green space and inappropriate density.
7. The applicant has submitted amended plans to address concerns raised by the Council's Urban Design Consultancy Team. A second consultation phase has been undertaken with the Parish Council, local residents, and the Council's Urban Design and Housing Strategy Teams.
8. The Outline planning permission was the subject of a Section 106 Legal Agreement, which secures the following developer contributions: -
 - Libraries and Lifelong Learning - £2,359.87.
 - Off-Site Community Space Infrastructure - £17,483.64. (Shall mean a contribution towards the offsite provision of community space infrastructure at either Duxford recreation ground or Brewery Field Duxford).
 - Off-Site Open Space (Play Space – 8-14 years) - £52,997.70. (Shall mean a contribution towards the off-site Contribution' provision and future maintenance of outdoor Children's Play Space infrastructure comprising either a multi-use games area or skate-park focused on users aged 8 to 14 years at Duxford recreation ground or elsewhere in the village as the Council shall identify).
 - Off-Site Open Space (Sports) - £38,510.19. (Shall mean a contribution towards the off-site provision and future maintenance of sports space infrastructure comprising either the construction of a new sports pavilion or a refurbishment or extension to the existing pavilion at Duxford recreation ground as the Council shall identify).
 - Education Contribution - £65,000.00 (Means a contribution of towards improvements to Duxford Primary School (by way of the conversion of existing space into a classroom) serving Duxford)

Site and Surroundings

9. The 1.2 hectare area irregularly shaped site comprises a field to the north of nos. 8-11 Greenacres and includes no. 8 Greenacres, Duxford. The majority of the site is outside of the defined Development Framework for Duxford as set out in the South Cambridgeshire Adopted Proposals Map, 2010. No. 8 Greenacres has recently been demolished as permitted development under a Prior Notification procedure. Policy ST/6 of the Core Strategy categorises Duxford as a Group Village.

10. The site lies outside of the Duxford Conservation Area and is not affected by any other heritage assets. Furthermore, the site is not affected by flood risk and there were no other site constraints identified by the Inspector acting as a presumption against development. There are some hedges and trees on the site boundaries, notably a bund with some trees on the north eastern boundary.

Proposal

Amount

11. The application seeks reserved matters approval for the layout, scale, appearance and landscaping of 35 dwellings on 1.2 hectares of land. 40 % (14 units) would be affordable.
12. The application proposes a mix of house types, as follows:
- 1 bed apartment – x 4
 - 2 bed houses and flats – x 13
 - 3 bed house – x 6
 - 4 bed house – x 11
 - 5 bed house – x 1

Layout

13. The layout proposes a spine road which feeds into the site off Greenacres and meanders informally through the site from north to south. The layout incorporates several key character areas, including an entrance gateway, central village green area, arrival square, informal courtyard and informal mews area. The layout achieves 25m back to back separation distances from existing neighbouring properties. The layout proposes a cluster of 14 no. affordable homes in the central west part of the site. The applicant has outlined that discussions with Registered Providers have indicated that there is a preference for the affordable housing to be grouped in this way. A central green space is proposed with a number of primary buildings grouped around it. This central open space incorporates a Local Area for Play (LAP).

Scale

14. The vast majority of the site comprises buildings of two storey scale; however, plot 27, located centrally within the site is 2.5 storeys in scale with accommodation in the roof.

Appearance

15. The application proposes a mix of house types, sizes and tenures, helping to meet local needs and assisting the creation of a diverse community. The properties will be constructed using a mix of materials, to reflect the style and local vernacular of Duxford.

Landscaping

16. The site incorporates a number of small open spaces, including a larger, centrally placed open space acting as a green heart to the site. Existing hedgerows to the north, northeast and western boundaries are to be retained. An existing bund with trees to the north eastern boundary is to be removed and replaced with quality new planting.

Access

17. Access was formally determined at the outline stage and therefore is not a reserved matter. The sole vehicular and pedestrian access into and out of the site is from the south, via Greenacres. The developer has investigated the possibility of a pedestrian connection to the existing public right of way to the north, however due to land ownership constraints it has not been possible to secure this connection.

Public Open Space

18. The application proposes the on site provision of 700 sqm of open space, including 355 sqm of local area for play (LAP). The S106 on the outline consent secures developer contributions towards off-site open and community space.

Planning History

S/0276/15/OL – Outline application for demolition of dwelling and garage at no. 8 Greenacres and development of up to 35 dwellings (use class C3) with all matters reserved except for access – Refused, Allowed on appeal 24 June 2016 (APP/W0530/W/15/3138791).

S/2846/16/DC – Discharge of Condition 11 (Geo-Environmental Site Assessment) of Planning Permission S/0276/15/OL – Approved 14 February 2017.

S/2533/16/DC – Discharge of Condition 10 (Ecological Enhancement) of Outline Planning Permission S/0276/15/OL – Approved 11 November 2016.

S/0426/17/DC – Discharge of Condition 15 (Visibility Splays) of Outline Planning Permission S/0276/15/OL – Approved.

S/0427/17/DC – Discharge of Conditions 17 (Surface Water) and 18 (Foul Water) of Outline Planning Permission S/0276/15/OL – Pending Consideration.

S/0301/17/DC – Discharge of Condition 7 (Arboricultural Method Statement) of Outline Planning Permission S/0276/15/OL – Approved.

S/0429/17/DC – Discharge of Conditions 12 (Construction Management Plan) and 14 (Waste Management and Minimisation Strategy) of Outline Planning Permission S/0276/15/OL – Pending Consideration.

S/2405/16/RM - Application for approval of reserved matters (appearance, landscaping, layout and scale) following approval of outline application S/0276/15/OL – Pending Consideration.

S/3627/16/PN - Prior notification of proposed demolition of dwelling and garage at 8 Greenacres – Deemed Consent.

National Guidance

National Planning Policy Framework

19. Paragraph 6 – The purpose of the planning system is to contribute to the achievement of sustainable development.
20. Paragraph 7 – Sets out that there are 3 dimensions to sustainable development:

economic, social and environmental.

21. Paragraph 14 – At the heart of the NPPF is a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with the development plan without delay; and, where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole.
22. Paragraph 47 – Sets out that a key objective of the planning system is to boost significantly the supply of housing.
23. Paragraph 49 – States that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.
24. Paragraph 56 – The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Planning Practice Guidance

Development Plan Policies

South Cambridgeshire Local Development Framework Core Strategy DPD 2007

ST/2 Housing Provision

ST/6 Group Villages

South Cambridgeshire Local Development Framework Development Control Policies DPD 2007

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

DP/4 Infrastructure and New Developments

DP/7 Development Frameworks

HG/1 Housing Density

HG/2 Housing Mix

HG/3 Affordable Housing

NE/4 Landscape Character Areas

CH/2 Archaeological Sites

NE/6 Biodiversity

NE/11 Flood Risk

SF/10 Outdoor Playspace, Informal Open Space, and New Developments

SF/11 Open Space Standards

TR/1 Planning For More Sustainable Travel

TR/2 Car and Cycle Parking Standards

South Cambridgeshire LDF Supplementary Planning Documents (SPD):

Open Space in New Developments SPD - Adopted January 2009

Biodiversity SPD - Adopted July 2009

Trees & Development Sites SPD - Adopted January 2009

Landscape in New Developments SPD - Adopted March 2010

Affordable Housing SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010

South Cambridgeshire Local Plan Submission - March 2014

S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/7 Development Frameworks
S/10 Group Villages
HQ/1 Design Principles
H/7 Housing Density
H/8 Housing Mix
H/9 Affordable Housing
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
CC/9 Managing Flood Risk
SC/7 Outdoor Playspace, Informal Open Space, and New Developments
SC/8 Open Space Standards
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments

25. **Consultation**

26. **Duxford Parish Council**

First Response

Objections, as follows: -:

1. Overlooking nature of Plot 1 over the gardens of No 9 and 10 Greenacres.
2. Overbearing nature of plot 35 at the end of the garden of No 9 Greenacres.
3. Overlooking nature of plot 32 over the gardens of No 5 The Old Nursery and No 53 Moorfield Road.
4. No provision of access from the site to Public Right of Way across the north of the site, which was mentioned several times in the Transport Plan of the Outline Planning application. It shortened the distance to the station from 1.9km to 1.3km.
5. Density is higher than the surrounding area – not within village framework.
6. Inadequate parking spaces.
7. Neither direct access to northern footpath, nor access to The Firs / The Old Nursery – as mentioned in the environmental mitigation.
8. Potential drainage issues.
9. Not enough green space – token tiny children's play area.
10. No consideration of planning conditions to mitigate inconvenience, such as:
11. Noise limits.
12. Smoke and smell suppression.

13. Strict time and number limits on large vehicular movements – avoiding the Preschool / Primary School area where possible.
14. No worker parking and minimal contractor parking in Greenacres or adjacent streets.
15. Careful use of wheel washing to avoid mud on the roads.
16. An agreement for no Saturday, Sunday or Bank Holiday working, as children playing (including Saturday workshop in the village).
17. A strict 20mph speed limit.
18. Cemetery extension space.
19. Yellow lines in Greenacres?
20. Any wildlife corridors – such as hedgehog holes.
21. No advice on what constitutes an “affordable home”

Second Response

Objections, as follows: -

1. Overlooking nature of Plot 1 (particularly by the dwellings upstairs front rooms) over the gardens of No 9 and 10 Greenacres.
2. Overbearing nature of plot 35 at the end of the garden of No 9 Greenacres.
3. Overlooking nature of plot 32 over the gardens of No 5 The Old Nursery and No 53 Moorfield Road.
4. No provision of access from the site to Public Right of Way across the north of the site, which was mentioned several times in the Transport Plan of the Outline Planning application. It shortened the distance to the station from 1.9km to 1.3km. If it is the case that the applicant cannot provide this, then this implies an untrue statement was made in the original planning applications Transport Plan.
5. Density is higher than the surrounding area, particularly given the site is not within village framework.
6. Inadequate parking spaces. Whilst they do meet the planning guidelines, the guidelines provide a minimum, and the use of the garage in the applicant’s calculation means that when the garage is filled with bicycles, lawn mowers, etc, the owners will park on the street.
7. Not enough green space. The token tiny children’s play area is inadequate and no assurances are given that it will be built at all

27. **Highways Issues**

28. First Response

The Highway Authority will not seek to adopt the development as proposed for the following reason: the footway to the majority of the eastern side of the proposed development is below 2m in width and while it is poor engineering practice to scale from dimensionally unstable paper it would appear to be about 1.5m wide. This

substandard provision for pedestrians, the most vulnerable of highway users and top of the nationally accepted user hierarchy, would become the responsibility of the Highway Authority if the site were adopted, which presents an undue risk. There appears to be no good design or engineering reason why a 2m wide footway cannot be provided on this side of the carriageway, thus making the site suitably accessible by all.

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. The use of permeable paving does not provide sufficient long term surety of drainage and as such the Highway Authority will still seek positive measures to prevent private water entering the adopted public highway.

Reason: for the safe and effective operation of the highway

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the proposed access be constructed using a bound material, for the first ten metres from the boundary of the adopted public highway into the site, to prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

29. **Other comments on the design and layout:**

30. To achieve a sensible and workable design for the development it would be preferable if the following elements were reviewed (if the footway issue can be resolved the Highway Authority would seek the following to be provided to make the site suitable for adoption):

1. All access points serving more than one dwelling should have appropriate inter-vehicle visibility splays which assuming a design speed of 20mph as per Manual for Streets should be 2.4m x 25m. This area shall be kept free of all planting, fencing, walls and the like exceeding 600mm high.

2. The proposed visitor bay should be removed. Other non-urban developments have demonstrated that such bays tend to be occupied by residents as 'theirs' and visitor parking takes place on street. As the site will not be subject to a traffic regulation order to control on street parking most visitors will park on street as closely as possible to their destination, thus rendering the proposed bays of little value.

3. All private drives should be designed so that no private water from the plot drains across or onto the main carriageway. The use of permeable paving does not provide sufficient long term surety of drainage and as such positive measures should be used to prevent private water entering the main carriageway.

4. All private drives should be equally devisable by 5m to prevent irregular parking whereby motor vehicles overhang the footway and force pedestrians out into live carriageway to pass the same.

The Highway Authority will not seek to adopt the development as proposed for the following reason: the footway to the majority of the eastern side of the proposed development is below 2m in width and while it is poor engineering practice to scale from dimensionally unstable paper it would appear to be about 1.5m wide. This

substandard provision for pedestrians, the most vulnerable of highway users and top of the nationally accepted user hierarchy, would become the responsibility of the Highway Authority if the site were adopted, which presents an undue risk. There appears to be no good design or engineering reason why a 2m wide footway cannot be provided on this side of the carriageway, thus making the site suitably accessible by all.

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. The use of permeable paving does not provide sufficient long term surety of drainage and as such the Highway Authority will still seek positive measures to prevent private water entering the adopted public highway.

Reason: for the safe and effective operation of the highway

Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the proposed access be constructed using a bound material, for the first ten metres from the boundary of the adopted public highway into the site, to prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

Affordable Housing Officer

31. First Response
32. **Affordable Housing** (*Proposed Submission South Cambridgeshire Local Plan July 2013 Policy H/9*) (DCP HG/3). Policy H/9 requires that all developments that increase the net number of dwellings on a site by 3 or more need to provide 40% affordable housing suitable to address local housing needs. DCP policy HG/3 required the same percentage of affordable housing at a lower threshold of two units or more. The proposed scheme is for 35 dwellings which would trigger an affordable housing requirement of 14 homes.
33. The application proposes (Dwg. No. PL.02) the 14 affordable homes in a single cluster to the north west of the site. Paragraph 4.13 of the DPD elaborates that affordable housing should be integrated with Market Housing in order to ensure sustainable communities. It says that small groups or clusters will typically be of 6 or 8 units. This description of the size of cluster in the district wide Development Control Policies DPD is particularly relevant to development in the rural area at villages where it reflects the relatively small settlement size.
34. In correspondence with the Housing Development Officer (Affordable Housing Statement Appendix 1), the applicant has described the affordable housing as clusters '*separated by two rows of parking bays*' with a cluster of '*5 ...located next to private units*' and the other as '*3 of the affordable houses next to a block of 6 affordable flats*'. The applicant sought and obtained approval from the Housing Development Officer for the latter cluster of 9 dwellings, but failed to advise that in fact all the affordable housing sits within a clearly defined cluster of 14 dwellings.

35. The bin collection point for plots 7-10 appears to obstruct the rear access pathway to these properties.

36. **Tenure Mix** *Affordable Housing SPD (July 2010)*

The tenure mix for affordable housing in South Cambridgeshire District is 70% Rented and 30% Intermediate housing. 1 and 2 bed properties are the dwelling types with the fastest growing demand. The Cambridge sub-region 2013 SHMA states that ‘One person and couple households make up the majority of the household increase from 2011 to 2031 (96% of the change in household numbers’.)

37. **Types and sizes of affordable homes** In Major Developments, Rural Centres and Minor Rural Centres the type (house, flat, bungalow) and size (bedrooms) of affordable housing will be based on the need across the district as a whole. Minimum space standards that are recommended for affordable housing are set out in the Nationally Described Space Standards¹.

38. The proposed scheme (in the affordable housing statement submitted with the application) comprises the following mix, all of which are described as being HQI compliant:

| Proposed mix | ft2 | m2 | bed size | units |
|--------------|-----|----|----------|-------|
| Flat type A | 484 | 45 | 1 | 4 |
| Flat type B | 710 | 66 | 2 | 2 |
| House Type D | 852 | 79 | 3 | 2 |
| House Type E | 830 | 77 | 2 | 6 |

39. **Lifetime Homes** Proposed Submission South Cambridgeshire Local Plan July 2013 Policy H/8 (3) requires 100% of affordable homes to meet the Lifetime Homes standard. The Lifetime Homes standard has been superseded by new Building Regulations. We now advise that across the district there is a requirement for 5% of all affordable housing to be accessible and adaptable that meet Building Regulations Part M4(2).

40. The schedule of accommodation submitted with the application shows 6 of the affordable housing plots (plots 15-20) as HQI compliant to Lifetime Homes standards

41. **5 year land supply.** The site is outside the development framework and would normally be considered an Exception site (DCP HG/5, Proposed Submission Local Plan H/10) requiring all affordable housing in the development to be allocated to applicants with a specific local connection. However as this site is a ‘5 year land supply’ site, which should therefore provide a policy compliant (40%) level of affordable housing. As a starting point for discussions on the requirement for a local connection criteria on 5 year land supply sites:

- The first 8 affordable homes on each 5 year land supply site will be occupied by those with a local connection, the occupation of any additional affordable homes thereafter will be split 50/50 between local connection and on a Districtwide basis.
- If there are no households in the local community in housing need at the stage of letting or selling a property and a local connection applies, it will be made available to other households in need on a cascade basis looking next at adjoining parishes and then to need in the wider district in accordance with the normal lettings policy

for affordable housing. The number of homes identified for local people within a scheme will always remain for those with a local connection when properties become available to relet.

Housing Need

42.

The local housing needs for Duxford are currently as flows:

| Bedroom requirements | Rent | Intermediate |
|----------------------|-----------|--------------|
| 1bed | 19 | |
| 2bed | 13 | 4 |
| 3bed | 6 | 1 |
| 4bed | 1 | |
| Total | 39 | 5 |

43.

In the above table, the Intermediate Housing Need is derived from the applicants on the Help to Buy register living in Cottenhamⁱⁱ. The needs for Affordable Rented housing is taken from the Council's annual Housing Statistical Information Leafletⁱⁱⁱ. The detailed breakdown is as follows:

Viability *Affordable Housing SPD Chapter 5*

44.

There will be a presumption that the development will include full and appropriate provision for affordable housing unless it is demonstrated that it cannot be provided at a rate of 40% or more of the dwellings in a development. The Affordable Housing SPD sets out in Chapter 5 the approach that should be taken by the developer to producing a full economic appraisal. The methodology, underlying assumptions and any software used to undertake this appraisal should be agreed with the Council, with the normal approach being the current methodology endorsed by the Homes and Communities Agency.

Second Response

45.

Further to the previous response from the Affordable Homes Service, we respond as follows to the amended application.

46.

Our concern regarding clustering of the affordable housing, shown on the amended site layout plan as plots 7-20, has not been addressed. It has in fact been worsened by the removal of the footpath separating plots 12-14 from plots 15-20.

47.

The layout of the affordable housing, which to be policy compliant would comprise 10 affordable rented and four intermediate properties within a single cluster fails to address the requirement of the Development Control Policies DPD, particularly in respect to development in rural areas such as this village where it reflects the relatively small settlement size.

48.

The applicant claims to have sought advice from a number of RPs regarding the clustering but has provided no evidence that they have responded to this particular issue in writing. We would be surprised that RPs would be content with the amended

49. layout, as it is especially important for them to be able to demise the parking for the intermediate housing, and not to have the parking spaces for these units mixed with the Affordable Rented properties.
50. It should be remembered that in previous correspondence with the Housing Development Officer (Affordable Housing Statement Appendix 1), the applicant described the affordable housing as clusters 'separated by two rows of parking bays' with a cluster of '5 ...located next to private units' and the other as '3 of the affordable houses next to a block of 6 affordable flats'. The applicant sought and obtained approval from the Housing Development Officer for the latter cluster of 9 dwellings, but failed to advise that in fact all the affordable housing sits within a clearly defined cluster of 14 dwellings.
51. We invite the applicant to revise the scheme layout in accordance with the DPD with regards to clustering, defining which of the units is proposed as Affordable Rented and Intermediate housing. The Affordable Housing Scheme as currently proposed would not be approved by the Affordable Homes Service.

52. **Urban Design Officer**

First Response

This application is for the reserved matters approval for 35 units, for a site outside the village framework, on the edge of Duxford. This application follows a previous reserved matters application which was withdrawn. I raised design objections to the previous application, largely for the following reasons:

- Scale / design / location of the flats
- Integration of parking
- Poor elevational handling, with designs that do not respond positively to the character of Duxford

I am pleased to see that my comments in respect of the flats have been taken on board, and the layout / scale / massing / roof profile is much more successful and is a considerable improvement. However, the elevational treatment needs improvement.

The parking around the flats / terrace of affordable houses has been very slightly improved, but generally parking is provided in front of the houses, which will result in a car dominated development.

As far as I can tell, apart from the changes made to the flats, the house elevations remain unchanged, and are therefore still not considered appropriate or of sufficient design quality. My previous comments therefore remain:

The design of the houses is very disappointing; it appears much of the quality suggested in the outline application has not been carried forward into the reserved matters application.

The Design and Access statement describes the local vernacular and features well, but these characteristics are not followed through into the proposed elevational treatments.

The materials suggested, particularly the buff multi brick is a poor match to the Cambridgeshire Gault of this district. Render is a characteristic of Duxford, and could be used more so that the two buildings that are rendered blend in a bit more rather than standing out.

Black weatherboarding was traditionally used in agricultural or subservient outbuildings which had very simple forms with simple openings. The use in 2 storey houses, when combined with gables, mini gables, white fascias and projecting bay/porches is not successful or in keeping with the character of the area.

There is too much of the contrasting brick soldier courses suggested above and below windows, garage doors and in arched openings around the front doors, as well as brick banding. I suggest the brick bands are removed on the houses with dormers, and more stone cills are introduced which are more representative of this area.

Chimneys were suggested at outline stage, and are recognised in the D&A as a local feature have not been included. Chimneys should be included (preferably functioning chimneys) to help to break up the rooflines of these large houses.

The terrace of houses (plots 7 – 11) needs more articulation and less repetition. Perhaps a hipped roof would work better instead of the bookend stepping of the building, and perhaps the introduction of another material would also help break up this long elevation.

Half hipped roofs on houses with gables are not characteristic of this area, a simple pitched roof would be preferred.

Conclusion

The elevational design needs to be redesigned to ensure that the development accords with Policy DP/2 (all new development must be of high quality and preserve or enhance the character of the area). The architecture needs to relate better to the character of Duxford, it is recommended that the illustrative material presented to the Design Enabling Panel and submitted at the outline stage is revisited and used to inform the designs.

It is also strongly recommended that this scheme be presented to the Design Enabling Panel to help to address some of the issues raised above.

Second Response

This is a further consultation on amended information (received 31 Jan).

Some minor alterations have been made to the proposed materials (the amount of render has been increased, and the timber cladding reduced) which is welcomed, but the elevational treatment of the flats is still poor, and the parking has not been improved.

The flats have now been attached to the adjacent terrace of three houses. The previous gap between the two was very narrow, but the hipped roof has been lost between the two, so the bulk of the development has increased at this point. The elevational treatment has not been reconsidered when the buildings were pushed together, which results in a disjointed design. This terrace affect when combined with the terrace of 5 properties opposite, and parked cars in front of every house will create a very urban, enclosed, hard space which is at odds with the edge of village location.

The flats have lost their balconies, and now have no external space. The district design guide states that every home should have access to private or communal outside amenity space, to allow residents to enjoy the outdoors, hang washing outside etc. Ground floor flats should have a minimum of 10m² of private external space immediately outside their living accommodation, and all flats should have access to a communal garden, with 25m² allowed for each apartment, in addition to balconies on the upper floors. No garden space was provided in previous designs which was regrettable (and did not comply with the district design guide), but it is now proposed that none of the 6 flats now have any private outdoor space which is not acceptable.

Developments should aim to be tenure blind, but in this development it is very clear that the affordable housing is easily identifiable and considerably disadvantaged in comparison to the market housing.

I will reiterate again that I strongly suggest this application is referred to the design enabling panel as I consider there is considerable room for improvement of design quality. There is currently one remaining slot available on 9th March.

Third Response

In an attempt to resolve the outstanding design issues for this application, I have reviewed the plans again in some detail and all my previous comments which have been critical of the scheme from the start.

If the applicant is willing to make the following changes to the elevational treatment / architecture, then I believe the scheme will be sufficiently improved to meet the minimum acceptable design quality, and I will not object to this application:

1. Remove all gables as they are not a traditional feature or characteristic of this area (plots 1, 3, 21, 23, 29, 30, 31, 32, 33, 34, 35)
2. Remove the contrasting brick band courses at first floor level to all brick elevations
3. Replace arched openings to plot 43 with simple square opening. Remove brick edging to opening, suggest stone lintel to match sills if needed
4. Improve the elevations to the flatted development, this needs to include removing the gablet on the side elevation, replacing the half hips with simple gables, strengthening the corner and changing the materials to replace the horizontal emphasis with something more vertical.

I suggest that the eaves (and corresponding ridge height) is raised very slightly over plot 19, possibly with a parapeted gable, and the window to the sitting room in plot 19 is enlarged to match the front elevation / flat below. This corner element (ie the whole of flats 16 and 19) should be built in contrasting material to the attached "wings" of the building. I suggest a red brick for the corner flats, and a simple buff brick elsewhere, rather than the timber cladding.

5. The Weinerberger smoked yellow multi gilt stock brick is not supported, a closer match to the traditional buff brick of South Cambridgeshire is required.

Final Response

The majority of my comments have been taken on board, and the applicant has made most of the changes suggested. The stripping out of gablets has simplified the designs, and flats are greatly improved. The design quality has improved sufficiently for me to remove my objection to this application.

I stated in my comments that the suggested Weinerberger smoked yellow multi gilt stock is not an appropriate brick specification, and I therefore recommend a condition be attached in respect of materials to ensure the specified bricks are appropriate for the location.

53. Landscape Design Officer

The scheme is very similar to the previous submitted application S/2405/16/RM. My previous comments still apply for this application. Due to my landscape concerns I would recommend that the applicant considers the following to conserve and enhance the local landscape character and visual / visual amenity:

- Forward a Tree Survey, Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan – indicating existing trees upon the site, trees to be retained or removed tree protection plan and methods.
This again has not been included within application
- Retain trees and hedgerows to the north and west of the site. With the exception of dead or diseased trees.
- New dwellings to be set back from the existing boundary.
- Applicant to also include long narrow rear gardens particularly to dwellings located on the west and north west of the site. Again, to conserve the local landscape characteristics.
- Where practicable, use sustainable drainage systems (SuDS). Applicant to consider permeable paving systems

54. Ecology Officer

As the scheme has not changed significantly in terms of site ecology, the previous comments apply in terms of an overall benefit to biodiversity. Information to discharge condition 10 including the location of bat and bird boxes has now been provided (application S/2533/16/DC) and is sufficient to demonstrate net ecological gain.

Previous Comments for S/2405/16/RM:

The retention of the hedgerows to the north and north-west are welcomed, as is the planting of a new native hedgerow along the north-east boundary. Use of the Emorsgate EL1 Flowering Lawn Mixture should benefit biodiversity provided that an appropriate management regime is followed.

The extent of flowering lawn is not clear on the landscaping plans provided. The location and extent of this habitat and a specification for establishment and management should be provided to discharge condition 10. It is noted that information in relation to this condition has been submitted and will be reviewed separately in response to the discharge of conditions application.

55. Sustainability Officer (Huntingdonshire District Council)

No comments.

56. **Environmental Health Officer**

On balance we have no objection in principle to the proposals, but the following environmental health issues / health determinants need to be considered and effectively controlled in order to protect the quality of life / amenity and health of proposed and existing residential uses / premises and the wider community / environment and which are paramount in facilitating a sustainable high quality development:

Noise and Vibration

To address environmental related issues an overarching Construction Environmental Management Plan (CEMP) was required by Condition 12 of the Outline Permission S/0276/16/OL. This Condition required a detailed CEMP to be submitted and include reference as appropriate to each of the items listed in the condition.

Controls on construction noise, dust, building site activities including working and delivery times is contained in Condition 12 of the outline permission, which required the provision and adherence to the CEMP submitted and should carry through. Therefore, no new condition is necessary.

However, apart from an initial scoping document, no CEMP has been provided and is still outstanding.

In view of this, I would recommend that approval of this application is deferred until the CEMP has been submitted and approved.

Due to the nature and location of the development a detailed noise report is not required

Lighting

The level of information required by Condition 13 of Outline Approval S/0276/16/OL has not been provided. No additional condition is required but a lighting scheme must be submitted.

Given the impact of artificial lighting, which has the potential to cause nuisance to and be detrimental to the amenity of existing and proposed residential properties all types of external lighting should be considered including security and public space lighting as well as lighting attached to premises.

A lighting impact assessment / scheme should be provided and should cover such matters as, light spillage, hours of illumination, light levels, column heights, the levels of impact on nearby dwellings including horizontal and vertical isolux contours and methods of mitigating any adverse effects.

Contaminated Land

The applicant should be reminded of Condition 11 attached to Outline Permission S/0276/16/OL relating to contaminated land and should continue to be carried forward on this site.

Surface Water Drainage

Any application should include a detailed flood risk assessment and a surface water

drainage strategy to include consideration of SUDS.

57. **Sustainable Urban Drainage Systems Engineer**

A suitable surface water and foul drainage system has not been identified. Any proposals may impact on site layout and landscape.

58. **Lead Local Flood Authority**

No information relating to surface water drainage has been submitted with this application; therefore we do not have any comments to make.

59. **Environmental Health (Contaminated Land)**

A condition requiring investigation for potential contamination was added to the outline consent for this application site (S/0276/15/OL Condition 11) and therefore no further conditions relating to contaminated land investigation are required.

60. **County Education Authority**

No comments as contributions secured on the outline application.

61. **Head Teacher, Duxford Primary School**

The development is unsustainable because the Planning Statement incorrectly states that the school has sufficient capacity to accommodate the new children. The number of potential children has now increased based on the house types now proposed.

The development will increase the risk to children's safety when walking and cycling to school.

62. **Tree Officer**

Tree protection measures are covered in the outline approval.

63. **Environment Agency**

No Response

64. **Cambridgeshire Fire and Rescue**

No response.

Representations

65. **Local Residents** – 18 letters of objection have been submitted by local residents.

The following objections have been raised: -

- Loss of residential amenity;
- Loss of daylight and sunlight;
- Overbearing effects;
- Out of scale;
- Permanent loss of tranquillity;

- Overlooking from balconies and first floor French doors;
- Cramped layout;
- Significant increased traffic;
- Inadequate local highway infrastructure;
- Adverse effect on highway safety;
- Inadequate access for construction traffic;
- Excessive density, out of keeping with Duxford;
- Open spaces are too small and no provision for older children. No LEAP proposed;
- Houses are too far away from the nearest LEAP;
- Inadequate parking provision leading to cars spilling into Greenacres to the detriment of highway safety and residential amenity;
- Exceeds maximum of 8 dwellings supported by Policy;
- Concerns about dark coloured materials;
- Not clear what is happening to existing trees;
- Concerns that trees have already been removed.
- Application boundary is not clear.
- Not clear what the site boundaries will be.
- Consideration should be given to alternative access for construction traffic;
- No pedestrian access to the footpath to the north;
- Too many houses;
- Too many houses backing onto and overlooking 1 The Old Nursery;
- Removal of trees and bund will undermine boundary of 1 The Old Nursery;
- Plot 1 will directly overlook 9 Greenacres;
- Plot 35 will have an overbearing impact on 9 and 10 Greenacres and should be moved further north;
- Plot 35 will overlook gardens of 9 and 10 Greenacres;
- Plot 32 will have an overbearing effect on 5 The Old Nursery and 53 Moorfield Road;
- No Citi 7 service on a Sunday;
- Permitted development rights should be removed for Plot 35;
- Poor accessibility to services;
- Properties on The Old Nursery are at a lower level and this could exacerbate loss of amenity;

The following comments have been made: -

- There should be rigorous adherence to and monitoring of the approved construction management plan.
- Please ensure there are adequate drainage / sewage pipes to prevent blockages;
- Please ensure contractors park within the site and not on Greenacres;
- Reduce the number of properties;
- Reduce the heights of the properties;
- Re-design the eastern boundary to give more physical relief to existing properties;

PLANNING ASSESSMENT

66. Principle

67. The principle of the development of this site for up to 35 dwellings was established through planning consent S/0276/16/OL, which was allowed at appeal. The current application is contained solely within the approved red line area, and the proposed dwellings numbers do not exceed the total of 35 allowed by the Inspector. The issues to consider in the determination of this application are therefore layout, scale, appearance and landscaping. It is not within the remit of this application to revisit

matters of principle, such as whether this is an appropriate site for residential development, whether this scale of development is appropriate, whether Duxford is a sustainable and accessible location, whether the village has sufficient services, facilities, employment opportunities and public transport provision, whether Greenacres is acceptable to access the site and whether construction traffic would cause a nuisance and loss of amenity to existing residents, whether the site is ecological sensitive, and whether the site has any other constraints which would act as a constraint to development, such as trees, or drainage. The Inspector has already assessed these matters of principle and detail and has found them to be acceptable, subject to the imposition of a number of pre-commencement conditions, the details of which have been submitted concurrent to this application. The purpose of this application is to determine whether the proposed layout, the house types, including their scale and appearance and the landscaping of the site are all acceptable.

68. **Sustainability**

69. In considering the outline appeal, the Inspector concluded that Duxford was a sustainable location to accommodate this amount and scale of housing development, attaching weight to the District Council's recognised shortfall in housing provision.

70. Moreover, the Inspector set out the following in relation to the National Planning Policy Framework's three dimensions of sustainability; economic, social and environmental: -

71. It is considered that the proposal will continue to deliver positive sustainability outcomes, including employment for the construction industry and allied trades, provision of more homes, including affordable ones, and on a site which does not suffer from an in principle constraints.

72. **Layout**

73. The layout proposes a spine road which feeds into the site off Greenacres and meanders informally through the site from north to south. The layout incorporates several key character areas, including an entrance gateway, central village green area, arrival square, informal courtyard and informal mews area. The layout achieves 25m back to back separation distances from existing neighbouring properties. The layout proposes a cluster of 14 no. affordable homes in the central west part of the site. The applicant has outlined that discussions with Registered Providers have indicated that there is a preference for the affordable housing to be grouped in this way. A central green space is proposed with a number of primary buildings grouped around it. This central open space incorporates a Local Area of Space (LAP).

74. The proposed layout is considered to be acceptable and in accordance with Policies DP/2 and DP/3 of the South Cambridgeshire adopted Development Control Policies DPD.

75. **Scale**

76. The vast majority of the site comprises buildings of two storey scale. Plot 27, located centrally within the site is 2.5 storeys with accommodation in the roof. The scale, mass and bulk of the development buildings are considered to be compatible with the local context and will not appear overbearing or out of keeping. The proposed scale is considered to be acceptable and in accordance with Policies DP/2 and DP/3 of the South Cambridgeshire adopted Development Control Policies DPD.

77. **Appearance**

78. The application proposes a mix of house types, sizes and tenures, helping to meet local needs and assisting the creation of a diverse community. The properties will be constructed using a mix of materials, to reflect the style and local vernacular of Duxford. Discussions have taken place with the developer regarding the design and appearance and detailing of a number of the buildings following recommendations made by the Council's Urban Design Unit. Amended plans have been submitted which are now to the satisfaction of this design consultee, subject to the imposition of a materials condition.

79. The design and appearance of the buildings are considered to be acceptable and in accordance with Policies DP/2 and DP/3 of the South Cambridgeshire adopted Development Control Policies DPD.

80. **Landscaping**

81. The site incorporates a number of small open spaces, including a larger, centrally placed open space acting as a green heart to the site. Existing hedgerows to the north, northeast and western boundaries are to be retained. An existing bund with trees to the north eastern boundary is to be removed and replaced with quality new planting.

82. The Council's Landscape has outlined the following concerns: -

- No Tree Survey, Arboricultural Implications Assessment, Arboricultural Method Statement and Tree Protection Plan to indicate existing trees on the site, trees to be retained or removed, tree protection plan and methods has been submitted.
- Trees and hedgerows to the north and west of the site should be retained.
- New dwellings should be set back from the existing boundary.
- There should be long narrow rear gardens particularly to dwellings located on the west and north west of the site to conserve the local landscape characteristics.
- Where practicable, use sustainable drainage systems (SuDS). Applicant to consider permeable paving systems

83. In response to these landscape concerns it should be noted that the Inspector imposed Condition 7 on the Outline consent, which is a pre-commencement condition requiring details of the measures to protect all trees to be retained to be submitted and approved. A separate, concurrent discharge of condition application has been submitted to agree these details. The Council's Landscape Officer had no comments to make on this application and the Council's Tree Officer was satisfied with the details, therefore the application has been approved. It is the case that the site does not contain any high quality tree specimens. The boundary hedges are considered to be the best green landscape feature of the site, and these are being retained and, or supplemented. The other obvious green landscape characteristics of the site are a series of modest sized green open areas dotted through the site, linked by quality edge of street tree planting.

84. In response to the other concerns of the landscape officer, it is proposed to retain the existing boundary hedges on the site boundaries and supplement these with gapping up of hedges and quality new planting. It is not possible for all buildings to be set away from the boundaries, however in the main, they are, and the majority of the dwellings are served with a good sized rear and private garden which back on to the

edge of the site, with the majority of the buildings set into the site. In relation to landscape Officer's drainage comments, the Inspector imposed a pre-commencement condition in relation to surface water drainage and these details are being considered under a separate, concurrent discharge of condition application. Nevertheless, they do incorporate SuDS and permeable paving.

85. The proposed landscaping is considered to be acceptable and in accordance with Policies DP/2 and DP/3 of the South Cambridgeshire adopted Development Control Policies DPD.

86. **Access, Parking and Highway Safety**

87. Access was formally determined at the outline stage and therefore is not a reserved matter. The sole vehicular and pedestrian access into and out of the site is from the south, via Greenacres. The developer has investigated the possibility of a pedestrian connection to the existing public right of way to the north, however due to land ownership constraints it has not been possible to secure this connection. Whilst unfortunate, this is not considered to be a reason to warrant refusal of the application.

88. Concerns have been expressed that the proposal provides insufficient parking which would encourage cars to spill out into Greenacres, to the detriment of highway safety and residential amenity. All of the larger family homes are served with 2 off-street parking spaces, which in some cases is reliant on the garage. It is acceptable for garages to be classed as a car parking space. The smaller properties are generally served with a single parking space only, however within the site there are also a number of visitor parking spaces proposed and irrespective of design and off-street provision, it is inevitable that some residents and / or visitor will choose on occasion to park on the street. The scale of the development and the off-street provision proposed are not such that cars are likely to spill out into Greenacres. In any case, the proposed parking provision is in accordance with adopted car parking standards.

89. The Highway Authority has outlined that it will not adopt the estate road because it is not satisfied with certain design features, notably an insufficient width of footpath. In response to this, the developer has explained that the road will be private but it will be built to adoptable standards. It has also been tracked and works for South Cambridgeshire District Council refuse vehicles. The Highway Authority has requested two conditions to ensure the road is constructed with a bound material and so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway

90. **Affordable Housing**

91. The development makes 40% (14 units) provision of affordable housing in accordance with policy. This was secured at the outline stage and the current application delivers this within the proposed layout and housing mix. The Council's Housing Strategy Team has raised concerns about the proposed clustering of all 14 units into a single group within the site. These concerns are noted, however the developer has outlined that there is confirmed interest from a Registered Provider and the preference is for the homes to be grouped in this way. Whilst it is recognised that the policy states that affordable units should be distributed throughout the site to create a more balanced and inclusive community, the proposed affordable units are of a high quality standard and will form an integral element of an overall quality design. Given the continuing chronic shortage of affordable homes officers consider that greater weight should be given to securing the delivering on the ground rather than being too prescriptive as to their location.

92. **Housing Mix**

93. Policy HG/2 of the LDF states that in developments of more than 10 dwellings a mix of units will be sought providing a range of accommodation, including one and two bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.

94. Policy H/8 of the emerging Local Plan states that a wide choice, type and mix of housing will be provided to meet the needs of different groups in the community including families with children, older people and people with disabilities. The market homes in developments of 10 or more homes will consist of:

- a. At least 30% 1 or 2 bedroom homes;
- b. At least 30% 3 bedroom homes;
- c. At least 30% 4 or more bedroom homes;
- d. With a 10% flexibility allowance that can be added to any of the above categories taking account of local circumstances.

95. The application proposes a mix of properties which would comply with adopted and emerging Development Plan policies.

96. **Density**

97. The application site measures 1.2 hectares and proposes 35 dwellings. This equates to a density of 30 dwellings per hectare. This is considered to be an acceptable density for the site and the local context, despite a number of local concerns that the density is too high for Duxford. The Inspector considering the outline application was satisfied that the site could accommodate up to 35 dwellings.

98. **Neighbour Amenity**

99. The proposal is not considered to adversely affect the amenities of neighbours through an unduly overbearing mass, through a loss of light or through a loss of privacy. The siting, orientation, size and scale of buildings and window placements are such that there will be acceptable relationships with existing neighbouring properties.

100. The Parish Council and a number of local residents have expressed specific objections to Plots 1, 35 and 32. Residents are also concerned about the number of new dwellings backing onto their gardens and there are also concerns about the removal of trees and a bund on the north eastern boundary and the higher level of the application site relative to properties on The Old Nursery.

101. Plot 1

102. It is not considered that Plot 1 would lead to an unacceptable impact on the neighbour amenity of 9 Greenacres. There may be a degree of overlooking over the rear extent of the garden to this property, but this will be across the new estate road (10.5m) and Plot 1 will be off-set from 9 Greenacres with a 19m separation distance. This relationship is considered to be acceptable.

103. Plot 35

104. Concerns have been expressed by the occupants of 9 and 10 Greenacres that Plot 35

is positioned too close to their rear boundaries and would lead to physically overbearing effects, overlooking and loss of privacy. An amended plan has been submitted to remove a Juliet balcony from Plot 35, otherwise the siting, position and scale is considered to be acceptable. Both of the existing properties have long rear gardens in excess of 20m, so it is not the case that Plot 35 would be physically overbearing on the rear elevation and patio areas.

105. Plot 32

106. The owners of 5 The Old Nurseries and 53 Moorfield Road are concerned about the proximity of Plot 32, its size and scale and the potential for overlooking and loss of privacy. Plot 32 is positioned 4m off the boundary but off-set. It has a hipped roof design to reduce bulk and mass. There is a first floor window in the eastern elevation, but it is to a bathroom and will be obscurely glazed.

107. The occupants of these neighbouring properties are concerned about the removal of trees and an existing bund located on their boundary, which they consider may undermine their boundary fences and expose their properties to overlooking. To address this matter a condition is recommended to agree a method statement for the removal of this bund.

108. The relationships with 5 The Old Nursery and 53 Moorfield Road are considered to be acceptable.

109. Plots 24 – 31

110. The owners of 1 The Old Nursery is concerned that there are 8 proposed new properties and gardens backing onto and facing their property. This concern is noted; however it is the case that there are acceptable separation distances between all of these properties and this existing neighbour.

111. In relation to neighbour amenity, the Inspector imposed Condition 12 on the Outline consent which requires the submission and approval in writing of a Construction Management Statement. A separate, concurrent discharge of condition application has been submitted to deal with this matter which will control and manage, amongst other things, contractor access and parking, which is a particular concern of local residents and the Parish Council. An artificial lighting condition is also imposed which means that details of the installation and use of any such lighting must be agreed first.

112. **Developer Contributions**

113. Developer contributions were established at the outline planning application stage and will be secured by the legal agreement pertaining to that consent. This includes financial contributions towards off-site community, play and sports space provision, education, household waste and libraries and lifelong learning, public transport and strategic waste.

114. **Other Matters**

115. The Inspector imposed a number of pre-commencement conditions dealing with tree protection, ecological enhancement, contamination, construction management, lighting, waste management and minimisation, visibility splays and foul and surface water. Whilst a number of the consultation responses and representations have highlighted and raised concerns on these matters, it is important to note that these details are to be considered and controlled under separate applications for discharge

of condition (all of which have already been submitted and which have either been approved or are under consideration). It is therefore important to be clear that these matters are not germane to the consideration of this application for approval of reserved matters which relate to layout, appearance, scale and landscaping.

116. Conclusion

117. The principle of the development of 35 houses and access to the site from Greenacres has already been established by the outline consent allowed on appeal.

118. This application seeks to agree the remaining reserved matters only; namely layout, scale appearance and landscaping

119. The submitted details are considered to be acceptable. A good mix of housing, affordable housing and a quality layout are proposed with acceptable relationships with existing neighbouring properties. The scale, massing and detailed designs of the buildings are acceptable and in keeping with the locality, as is the proposed density. Likewise, the landscaping of the site is positive, retaining existing mature hedges and supplementing these with new planting.

120. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

RECOMMENDATION

121. It is recommended that the Planning Committee approves the application subject to the following conditions: -

i) The development hereby permitted shall be carried out in accordance with the following approved plans and particulars: -

- PL.01 – Site Location Plan
- PL.02 – Site Layout Plan – Rev R
- PL.03 – Street Scenes – Rev E
- PL.04 – 3D Views – Rev A
- PL.05 – Plot 1 Plans and Elevations – Rev A
- PL.06 – Plot 2 Plans and Elevations – Rev C
- PL.07 – Plot 3 Plans and Elevations – Rev D
- PL.08 – Plots 4-5 Plans and Elevations – Rev C
- PL.09 – Plot 6 Plans and Elevations – Rev C
- PL.10 – Plots 7-11 Plans and Elevations – Rev B
- PL.11 – Plots 12-20 Floor Plans – Rev D
- PL.12 – Plots 12-20 Elevations and Sections – Rev B
- PL.13 – Plot 21 Plans and Elevations – Rev A
- PL.14 – Plot 22 Plans and Elevations – Rev A
- PL.15 – Plot 23 Plans and Elevations – Rev C
- PL.16 – Plot 24 Plans and Elevations – Rev C
- PL.17A – Plot 25 Plans and Elevations – Rev A
- PL.17B – Plot 26 Plans and Elevations – Rev A
- PL.18 – Plot 27 Plans and Elevations – Rev C
- PL.19 – Plot 28 Plans and Elevations – Rev B
- PL.20 – Plots 29-30 Plans and Elevations – Rev C
- PL.21 – Plots 31-32 Plans and Elevations – Rev D
- PL.22 – Plot 33 Plans and Elevations – Rev D

- PL.23 – Plot 34 Plans and Elevations – Rev B
- PL.24 – Plot 35 Plans and Elevations – Rev B
- L1046 – 21 – 1000 P4 – Coloured Landscape Masterplan
- L1046 – 21 – 1011 P4 – Planting Plan 01
- L1046 – 21 – 1012 P4 - Planting Plan 02
- L1046 – 21 – 1013 P4 - Planting Plan 03
- L1046 – 21 – 1014 P4 - Planting Plan 04
- L1046 – 21 – 1015 P4 - Planting Plan 05

(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

- ii) **The proposed access shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. The use of permeable paving does not provide sufficient long term surety of drainage and as such the Highway Authority will still seek positive measures to prevent private water entering the adopted public highway.**

(Reason: for the safe and effective operation of the highway).

- iii) **The proposed access be constructed using a bound material, for the first ten metres from the boundary of the adopted public highway into the site, to prevent debris spreading onto the adopted public highway.**

(Reason: in the interests of highway safety).

- iv) **No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

(Reason – To ensure the appearance of the development is satisfactory in accordance with Policies DP/2 and CH/5 of the adopted Local Development Framework 2007.)

- v) **No development shall take place until a method statement for the removal of the existing bund on the site and associated replacement boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.**

(Reason – In the interests of safeguarding the privacy and residential amenities of neighbour residents who may be affected by the removal of this existing bund, which could undermine existing boundary fences and lead to the exposure of existing neighbouring land and property to the development site.

- vi) **No development shall take place until details of the finished floor levels of the proposed dwellings in relation to the existing and proposed ground levels of the surrounding land have been submitted to and agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.**

(Reason - In the interests of residential/visual amenity, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References: S/2588/15/RM & S/0558/14/OL

Report Author:

Thorfinn Caithness
Telephone Number:

Principal Planning Officer
01954 713126

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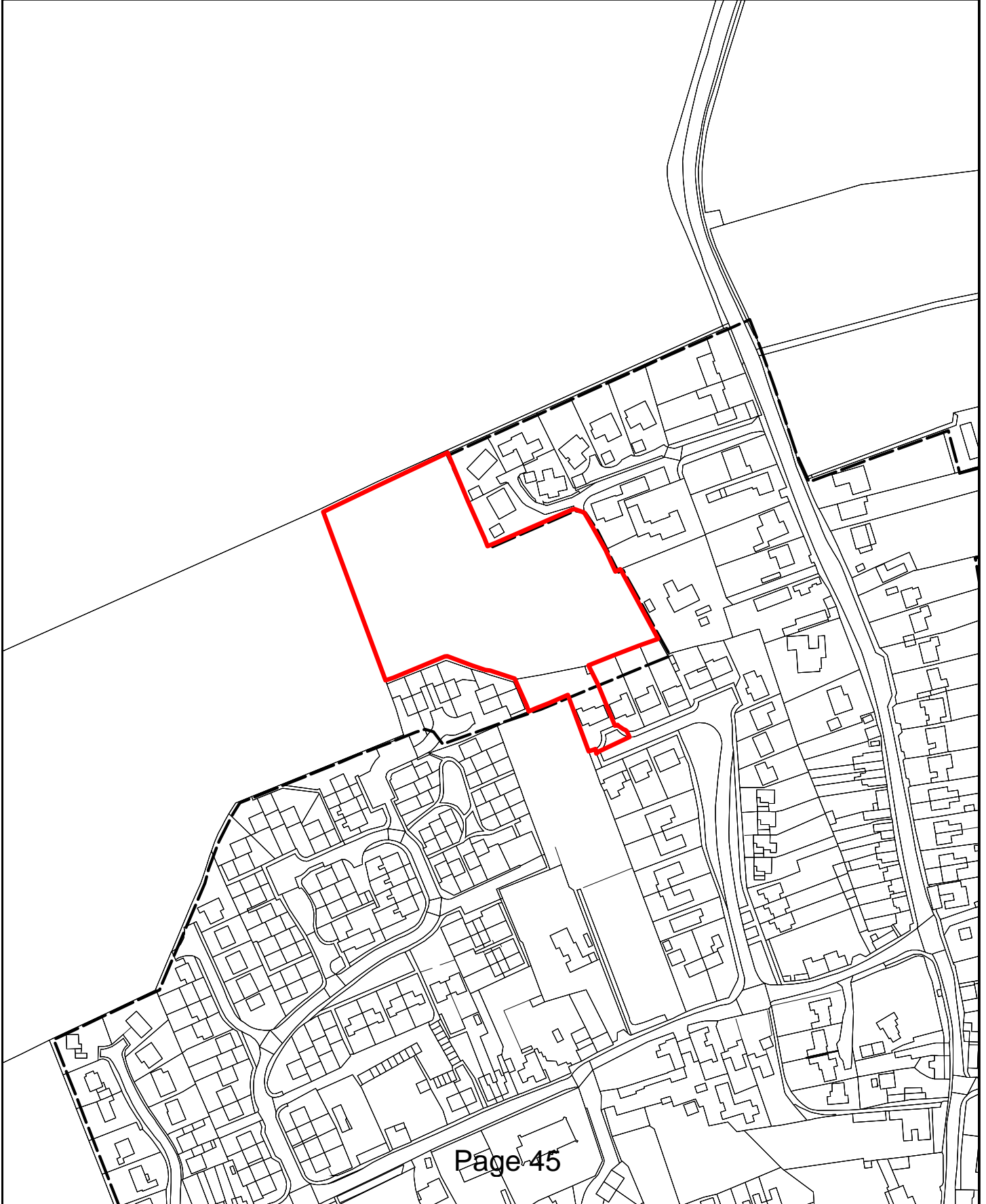
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Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

23 March 2017

AUTHOR/S: Planning and New Communities Director

| | |
|--|---|
| Application Number: | S/2553/16/OL |
| Parish(es): | Linton |
| Proposal: | Residential Development of up to 50 Houses and Allotments (not less than 0.45 hectares) |
| Site address: | Land South of Horseheath Road |
| Applicant(s): | Ely Diocesan Board of Finance |
| Recommendation: | Delegated Approval |
| Key material considerations: | Housing Land Supply Principle of Development Character and Appearance of the Area Density Housing Mix Affordable Housing Developer Contributions Design Considerations Trees and Landscaping Biodiversity Highway Safety and Sustainable Travel Flood Risk Neighbour Amenity Heritage Assets |
| Committee Site Visit: | Yes |
| Departure Application: | Yes |
| Presenting Officer: | Karen Pell-Coggins, Principal Planning Officer |
| Application brought to Committee because: | A Local Member is one of the applicants. |
| Date by which decision due: | 30 April 2017 (Extension of Time agreed) |

Executive Summary

1. This proposal seeks permission for a residential development of up to 50 dwellings together with allotments on not less than 0.45 hectares of land outside the Linton village framework and in the countryside. The residential element of the development would not normally be considered acceptable in principle as a result of (i) its size and

(ii) its out of village framework location. However, the Council acknowledges at present that it cannot currently demonstrate a five-year housing land supply and so our housing supply policies must be considered out of date. In light of a recent High Court decision, the Local Planning Authority must determine the appropriate weight to apply to out of date policies relevant to their planning function. The National Planning Policy Framework 2012 (NPPF) states that there is a presumption in favour of sustainable development, and as such policies that seek to guide development to the most sustainable locations have a clear planning function. Where relevant policies are out of date, the NPPF says that planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

2. In light of the lack of five-year housing land supply and having regard to recent local appeal decisions, the rural settlement policies are considered to continue to have significant weight in the determination of planning applications adjacent to or within close proximity to village frameworks. This will help ensure that development proposals outside and in close proximity to village frameworks have due regard to the availability of an appropriate level of services, facilities, employment and sustainable transport options.
3. For Rural Centres and Minor Rural Centres, subject to all other relevant material considerations, it is considered that there is a case to be made that conflict with those policies should not be given significant weight, under the circumstances of a lack of five-year housing supply. Subject to other material considerations, this would mean in principle that the Council may grant permission for development in and adjacent to our larger villages. This is in the context of paragraph 14 of the NPPF and the test that permission should be granted unless there would be evidence of significant harm. This is consistent with local appeal decisions in this category of village since the lack of five-year supply.
4. A previous application on the site reference S/1969/15/OL was refused on the grounds of insufficient information to demonstrate that the proposal would not adversely affect features of archaeological interest on the site and insufficient information to demonstrate that the proposal would not harm the landscape and visual qualities of the area. This current proposal has provided additional information to address those issues and is considered to have resolved all these concerns.
5. In the case of archaeology, an archaeological trial trench evaluation has been carried out on the site that has resulted in limited archaeological features of interest. Consequently, Cambridgeshire County Council Historic Environment Team has therefore removed its objection, providing a condition is attached to any consent to secure investigation, analysis and publication of the findings to include the removal of the human remains and investigation of their contextual setting.
6. The development would have a limited adverse impact upon the landscape and visual amenities of the as a result of the change from open landscape to a built development. However, the site has no formal landscape designation and the existing edge to the village has a harsh edge. Therefore, it is considered that these impacts would be limited. An indicative layout plan has been submitted with the application that shows a 6 metre wide strategic landscape buffer along the boundaries of the site adjacent to the open countryside. The Landscape Design Officer considers that the strategic landscaping would improve the edge to the village and integrate the development into the landscape. This would allow space for a hedge and trees to be provided to successfully mitigate the impact of the development. Full landscape

details would be subject to a condition of any consent.

7. The development is not considered to be detrimental to highway safety. The peak traffic flows would be 43 in the am peak and 34 in the pm peak with the majority towards the A1307. An assessment of the Horseheath Road junction with the A1307 has been carried out, and Cambridgeshire County Council Transport Team has no objections to the proposal subject to conditions and contributions towards a transport mitigation package in the village.
8. The proposal is not considered to increase the risk of flooding to the site and surrounding area. The Flood Risk Assessment demonstrates that infiltration may be feasible on parts of the site and this is the preferred method of surface water drainage from the development that would comply with the drainage hierarchy that seeks sustainable urban drainage systems. Cambridgeshire County Council Flood and Water Team therefore has no objections to the proposal subject to a condition to ensure further infiltration tests and a detailed surface water drainage strategy. If infiltration is not feasible, a suitable alternative drainage system would need to be agreed.
9. The development is not considered to have an adverse impact upon foul drainage. There is capacity within the network to accommodate flows from the development through a gravity connection to the public foul sewer in Lonsdale. Anglian Water therefore has no objections subject to a condition to agree a detailed foul drainage strategy.
10. The proposal is not considered to have an adverse impact upon education infrastructure in the village. Cambridgeshire County Council Growth and Economy Team currently considers that there is adequate capacity at the schools in the village for early years, primary and secondary aged children generated by the development and has not therefore requested any contributions to mitigate the impact of the development.
11. Taking into account all material planning considerations, the limited adverse landscape impact must be weighed against the benefits of the positive contribution of up to 50 dwellings towards the housing land supply in the district based on the objectively assessed 19,500 dwellings target set out in the SHMA and the method of calculation and buffer identified by the Inspector, the provision of 40% affordable homes, allotments for the village, developer contributions towards sport space, children's play space, community facilities in the village and improvements to traffic schemes in the village, employment during construction to benefit the local economy and greater use of local services and facilities to contribute to the local economy.
12. The scale of the development proposed by this application (up to 50 dwellings) exceeds that supported by Policy ST/5 of the adopted Core Strategy of the LDF in relation to Minor Rural Centres (maximum 30 dwellings). Taking account of the range and scale of services and facilities available in Linton, including convenient accessibility to public transport, and in the context of a lack of five-year supply, the departure to policy due to the scale of development proposed by this application and its location adjacent to the village framework is, on balance justified as it would not cause significant demonstrable harm.

Planning History

13. S/1969/15/OL- Residential Development of up to 50 Houses and 30 Allotments – Refused

National Guidance

14. National Planning Policy Framework 2012
Planning Practice Guidance

Development Plan Policies

15. **South Cambridgeshire Local Development Framework Core Strategy DPD 2007**
ST/2 Housing Provision
ST/5 Minor Rural Centres
16. **South Cambridgeshire Local Development Framework Development Control Policies DPD 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
NE/1 Energy Efficiency
NE/3 Renewable Energy Technologies in New Development
NE/4 Landscape Character Areas
NE/6 Biodiversity
NE/11 Flood Risk
NE/12 Water Conservation
NE/14 Lighting Proposals
NE/15 Noise Pollution
NE/17 Protecting High Quality Agricultural Land
CH/2 Archaeological Sites
SF/10 Outdoor Playspace, Informal Open Space, and New Developments
SF/11 Open Space Standards
TR/1 Planning For More Sustainable Travel
TR/2 Car and Cycle Parking Standards
TR/3 Mitigating Travel Impact
17. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Open Space in New Developments SPD - Adopted January 2009
Biodiversity SPD - Adopted July 2009
Trees & Development Sites SPD - Adopted January 2009
Landscape in New Developments SPD - Adopted March 2010
Affordable Housing SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010
18. **South Cambridgeshire Local Plan Submission - March 2014**
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/6 The Development Strategy to 2031
S/7 Development Frameworks
S/9 Minor Rural Centres
HQ/1 Design Principles
H/7 Housing Density
H/8 Housing Mix

H/9 Affordable Housing
 NH/2 Protecting and Enhancing Landscape Character
 NH/3 Protecting Agricultural Land
 NH/4 Biodiversity
 NH/14 Heritage Assets
 CC/1 Mitigation and Adaptation to Climate Change
 CC/3 Renewable and Low Carbon Energy in New Developments
 CC/4 Sustainable Design and Construction
 CC/6 Construction Methods
 CC/9 Managing Flood Risk
 SC/6 Indoor Community Facilities
 SC/7 Outdoor Playspace, Informal Open Space, and New Developments
 SC/8 Open Space Standards
 SC/10 Lighting Proposals
 SC/11 Noise Pollution
 TI/2 Planning for Sustainable Travel
 TI/3 Parking Provision
 TI/8 Infrastructure and New Developments

Consultation

19. **Linton Parish Council** – Recommends refusal. Comments relate to matters including the location of the site outside the village framework, the scale of the development, unsustainable location due to lack of infrastructure and employment, poor existing infrastructure, landscape and visual impact, impact upon heritage assets, highway safety and parking problems, flood risk, neighbour amenity issues, status of the allotments, housing would not meet village needs, assessments are out of date and lack of community consultation. Full comments are set out in Appendix 1.
20. **Affordable Housing Officer** – Comments that the site is located outside the Linton village framework and if the site is being taken forward as a 5 year housing land supply site, 40% affordable housing should be provided in accordance with development plan policies. 20 affordable properties should be provided. The tenure split should be 70% social rented and 30% intermediate rather than a 50%/50% split as put forward by the applicant. There are 1700 applicants on the Homelink register; 70 applicants have a local connection to Linton. The greatest demand in the District is for one and two bedroom accommodation. The preferred mix is 5 x 1 beds, 6 x 2 beds and 3 x 3 beds social rented, and 3 x 2 beds and 3 x 3 beds shared ownership. The properties should be built in accordance with the DCLG National Technical Design and Space Standards. A registered provider should be appointed by the applicant to take on the units. If the development is approved as a 5 year land supply site, the properties should be allocated with the first 8 towards those with a local connection and the remaining 50% with a local connection to Linton and applicants with a District-wide connection.
21. **Landscape Design Officer** – Comments that the character on this edge of Linton comprises of an open and gently rolling landscape with long views available both over lower land and to hills featuring wooded tops. Set above the Granta valley, the village sits between the two. The eastern built edge, adjacent to the proposed site is made up of recent detached and semi-detached bungalows and houses at Lonsdale, Harefield Rise and Kenwood Gardens, forming a harsh edge to the village. However, the development site represents a potential opportunity to improve the eastern edge in this location if handled sensitively.
22. Comments that the principle of the development is accepted. The development now

has a 6 metre wide green buffer to be managed as a unit and this will help integrate the development into the landscape. There would also appear to be some scope for planting large trees into the development and the outlook to the allotments area has been improved. However, there are still some concerns that up to 50 dwellings can be accommodated on the site in terms of back-to back distances and the LVIAA is not robust as it does not provide verified views/photomontages showing the proposed development, how it arrives at the predicted levels of landscape and visual impact or the cumulative effects of possible developments nearby.

23. **Trees and Landscapes Officer** – Has no objections.
24. **Ecology Officer** – Comments that the application is supported by an ecological assessment that has not identified any significant constraints to the development of an area of arable land enclosed by species poor hedgerows and grass margins.
25. Of note from the assessment is a habitat suitable for reptiles associated with field margins such as the common lizard. There is not considered to be a significant likelihood of reptiles being present and impacted based upon the distribution of species in the area and a reptile habitat could be incorporated into the scheme. The applicant should note that the presence of slowworm is uncommon in the district. The report states that should trees be removed with potential for bat roosts, the area should be resurveyed for the presence of this species. The report advises a similar approach for badgers.
26. Requests an updated phase 1 habitat survey to be submitted with any reserved matters application to include an updated assessment of evidence and potential for protected species such as bats, reptiles and badgers. This should include revised avoidance, mitigation and compensation measures based upon the findings. If further surveys are required, they would need to be completed before the determination of the reserved matters application.
27. The indicative landscape masterplan has been reviewed and it is clear that the provision of new landscaping and allotments would bring biodiversity gain.
28. To compensate for the loss of potential habitat for farmland birds, hedgerows will need to be retained and enhanced. This should include 5 metre wide areas of hedgerow where possible and new orchard/ copse planting. Hedgerows should be retained and protected outside garden curtilages to ensure that they are retained in the long term. Consideration should be given to wildflower buffers adjacent to the hedgerows that border the allotments as these would not be so productive.
29. Biodiversity enhancement would need to be secured by condition in line with the recommendations in the report. This should include bat roost features, bird nest boxes and hedgehog connectivity. A condition would also need to be applied in relation to removal of vegetation in the bird breeding season.
30. **Urban Design Officer** – Has no objections in principle but comments that there are some issues in relation to pedestrian connectivity to adjacent land to enhance permeability, the development providing a clear identity and sense of place through the submission of a design brief prior to any reserved matters application to show how the development has been influenced by the village, the dominance of parking adjacent to the allotments, storage facilities for the allotments and to that the development should be constructed to lifetime homes standards and the 12 criteria in relation to Building for Life 2015.

31. **Local Highways Authority** – Has no objections subject to conditions in relation to vehicular visibility splays and a traffic management plan. Requests a separate plan to show the visibility splays. Comments that there are some reservations with regards to pedestrian connectivity of the site.
32. **Cambridgeshire County Council Transport Assessment Team** – Comments that having reviewed the Transport Assessment and additional information, the Team is satisfied with the information provided, and as such has no objections subject to a mitigation package to be secured through a section 106 agreement. This will need to include the installation of a footway on Horseheath Road to connect to the existing footway, the widening of the existing footway on Horseheath Road up to its termination point opposite Wheatsheaf Way, the installation of dropped crossings with tactile paving at the crossing over Horseheath Road, the installation of 10 cycle stands at location in the village to be agreed by the parish Council, a contribution of £20,000 towards City Deal proposals for bus priority measures along the A1307 in Linton principally to go towards a review and recalibration of the operation of the junction of the A1307 with Linton Village College and a contribution of £10,000 towards City Deal proposals for reducing bus journey times along Linton High Street. Also requires a condition in relation the submission of a travel plan welcome pack.
33. **Cambridgeshire County Council Historic Environment Team** – Comments that trial trench evaluations have been carried out on the site and archaeological evidence found can be dealt with through investigation, analysis and publication. The human remains found will need removing from the site as a matter of principle to prevent their discovery and disturbance when the new development has been built and their contextual setting will need appropriate investigation accordingly. Recommends a condition to secure a written scheme of investigation prior to the commencement of development to include the statement of significance and research objectives, the programme of methodology of site investigation and recording and the nomination of a competent person/organisation to undertake the agreed works and the programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. The development programme should include a timetable of investigation for the agreed scheme.
34. **Cambridgeshire County Council Flood & Water Team** – Has no objections subject to a condition in relation to infiltration tests and a detailed surface water drainage scheme and the management and maintenance of that scheme. If infiltration is not feasible, a suitable alternative drainage system would need to be agreed.
35. **Drainage Officer** – Comments that the development is acceptable subject to a condition in relation to a detailed surface water drainage strategy by means of a sustainable drainage system. The system should be designed such that there is no surcharging for a 1 in 30 year event and internal property flooding for a 1 in 100 year event plus 40% allowance for climate change and managed and maintained thereafter.
36. **Environment Agency** – Has no objections as amended subject to a condition in relation to a scheme for surface water disposal. Comments that although the site lies above a principal aquifer within source protection zone 2, the proposal is not considered to be high risk in relation to contamination. Requests informatives.
37. **Anglian Water** – Comments that the foul drainage from the development is in the catchment of Linton Water Recycling Centre that will have available capacity for these flows and that the sewerage system at present has available capacity for foul drainage flows from the development. A gravity connection could be made to the

150mm public foul sewer in Lonsdale. The DWF flow generated by the development would be 0.21 litre/second. The receiving network has a capacity of 3.01 litre/second. The downstream pumping station has two pumps that pump three hours per day with a forward pump rate of 21 litre/second. Anglian Water offer a pre-planning service to developers and landowners which includes a capacity check to determine the impact of sewerage from a proposed development and will provide a preferred connection point. In this case a pre-planning assessment has not been requested by the developer, therefore the exact connection point and method will be agreed at detailed design stage when applying to connect. The receiving pumping station pumps flows in a North West direction for around 1000m before connection directly to the Water Recycling Centre.

38. **Environmental Health Officer** – Has no objections subject to conditions in relation to the hours of construction works and construction related deliveries to and from the site, a programme of measures to minimise the spread of dust, a construction programme of activities, external lighting and a noise assessment for any renewable energy provision such as air source heat pumps or wind turbines.
39. **Contaminated Land Officer** – Comments that a condition in relation to contaminated land is not required.
40. **Air Quality Officer** – Has no objections providing the source of energy to the site is not by biomass boiler.
41. **Environmental Health Officer** – Comments that the identification and assessment of the health impacts of the development are satisfactory in the revised Health Impact Assessment.
42. **Cambridgeshire Fire and Rescue Service** – Requests a condition in relation to the adequate provision of fire hydrants.
43. **Huntingdonshire Sustainability Team** – Comments that a document is required in relation to energy efficiency, renewable energy, water conservation and sustainable drainage systems.
44. **Section 106 Officer** – Comments as amended that a Local Equipped Area of Play and 20 allotments have been provided on site to address the need for children's play space and informal open space. Off-site contributions are required towards outdoor sports and indoor community space projects as identified by Linton Parish Council.
45. **Cambridgeshire County Council Growth Team** – Comments that there are sufficient early years, primary and secondary education places available to accommodate the development. Requires a libraries and life long learning contribution towards the reorganisation of the layout of Linton library to enable extra shelving and resources to serve the additional residents. Requires a strategic waste contribution towards an expansion in the capacity of the Thriplow Household Recycling Centre if 5 contributions have not been pooled.
46. **NHS England** – Comments that there is currently GP capacity in the Linton locality and is not requesting any contributions towards health.

Representations

47. **40 letters of objection have been received from local residents** in relation to the application. They raise the following concerns: -

- i) Outside village envelope and in the countryside and Green Belt- not a brownfield site.
- ii) Adverse impact upon landscape setting of village due to level changes in area.
- iii) Visual impact on view approaching the village from the east.
- iv) Impact upon historic character of village.
- v) Scale of development in a Minor Rural Centre where maximum allowance is 30 dwellings- suburban sprawl- smaller infill developments should be encouraged.
- vi) Cumulative impact of development with proposal at Bartlow Road.
- vii) Would set a precedent for future developments around the village.
- viii) Increase in traffic on to the A1307 at a dangerous junction.
- ix) Access point on to Horseheath Road where traffic speeds are high.
- x) Safety of pedestrians along footways in village.
- xi) Distance from services in village and parking congestion in village.
- xii) Flood risk.
- xiii) Impact upon sewers.
- xiv) Loss of agricultural land.
- xv) High density development.
- xvi) Design at odds with Linton traditions.
- xvii) Village infrastructure inadequate- schools, health centre, shops, public transport, employment.
- xviii) Lack of on-site parking.
- xix) Neighbour amenity issues in relation to a loss of privacy, outlook and light.
- xx) Loss of hedges along Horseheath Road
- xxi) Traffic and noise pollution.
- xxiii) Housing mix would not meet needs of the village.
- xxiii) Poor consultation – the whole village should have been notified of the development.
- xxiv) The applicants would not develop the land and the plans could be different.
- xxv) Inadequate reports supporting the application.
- xxvi) Glebe land cannot be sold for profit.

48. **The Headteachers of Linton Heights Junior School and Linton Infants School** are concerned about the impact upon the schools. The Junior School is a tired and unsuitable building. There is not enough space to house the current pupils so for a number of years a temporary portacabin has been used as a classroom. Any increase in children would require significant improvements. The Infant School has had a number of alterations over the years and is at maximum capacity in terms of the hall and toilets and in order to offer a quality education, 4 of 6 classrooms are undersized. Neither school would be able to welcome new families moving into the area.

49. **Chair Linton Village College Governors** – Comments that the County Council assessment in relation to the capacity of Linton Village College (LVC) to take more students is correct. However, this is based upon the designated feeder schools only and the following points should be noted: -

- i) LVC is an Academy and makes its own admissions policy;
- ii) LVC is oversubscribed. The PAN for 2016/17 is 165 students. 180 have been accepted and there is a waiting list of around 40.
- iii) LVC has historically admitted 20% of students from outside the catchment area and mostly in Suffolk.
- iv) LVC has recently expanded its catchment to include some primary schools in Essex. This is because of the expansion of Saffron Walden and that the County High can no longer guarantee places.
- v) LVC is an OFSTED rated Outstanding school- it has been and is oversubscribed. As the Multi Academy Trust expands, there have been three new applications from primary schools, one in Suffolk. This means that there is pressure to give priority for

admissions to members of the Trust.

Many of these points have not been considered by the County Council and it is considered that the formula for calculating capacity is out of date and should not be given weight.

Site and Surroundings

50. The site is located outside of the Linton village framework and in the countryside. It is situated to the north east of the village and is an “L” shaped parcel of arable land that measures approximately 2.88 hectares in area. There is existing landscape planting along the majority of the northern, western and southern boundaries. The eastern boundary is open. Residential developments lie to the south and west. A dwelling lies to the north. A public footpath lies to the north east. A hedge and public footpath lie to the east with open agricultural land and the A1307 road beyond.
51. The site is situated within the East Anglian Chalk Landscape Character Area on grade 3 (good to moderate) agricultural land. The site lies within Flood Zone 1 (low risk). No. 28 Horseheath Road is a grade II listed building, which lies approximately 150 metres to the west of the site. The Linton Conservation Area is situated 500 metres to the west.

Proposal

52. The proposal, as amended, seeks outline permission for a residential development on the site of up to 50 dwellings and allotments on not less than 0.45 hectares of land. The access, layout, design and external appearance, and landscaping are matters reserved for later approval.
53. 20no. of the dwellings would be affordable in nature. The mix would be 2 x one bedroom houses, 8 x two bedroom houses and 10 x three bedroom houses. The tenure mix would be 50% social rented and 50% intermediate. The remaining 30 dwellings would be available for sale on the open market. The mix would be 10 x two bedroom houses, 10 x three bedroom houses and 10 x four bedroom houses.
54. The development is intended to be predominantly two-storeys in height with a small number of single storey bungalows. There would be a range of detached, semi-detached and terraced properties arranged around a main spine road, with small developments offset. A Local Equipped Area of Play has been provided within the northern part of the development and 20 allotments would be provided to the south east.
55. The allotments would be for community use to respond to local need identified by the Parish Council. They would be managed and controlled by the Parish Council.

Planning Assessment

56. The key issues to consider in the determination of this application relate to housing land supply, the principle of the development, housing density, housing mix, affordable housing, developer contributions and the impacts of the development upon the character and appearance of the area, highway safety, ecology, trees and landscaping, flood risk, foul drainage, heritage assets and neighbour amenity.

Housing Land Supply

57. The National Planning Policy Framework (2012) (NPPF) requires councils to boost

significantly the supply of housing, including by meeting their objectively assessed need for housing and by identifying and maintaining a five-year housing land supply with an additional buffer as set out in paragraph 47.

58. The Council accepts that it cannot currently demonstrate a five year housing land supply in the district as required by the NPPF, having regard to appeal decisions in Waterbeach in 2014, and as confirmed by more recent appeal decisions. The five-year supply as identified in the latest Annual Monitoring Report (December 2016) for South Cambridgeshire is 3.7 years on the basis of the most onerous method of calculation, which is the method identified by the Waterbeach Inspector. This shortfall is based on an objectively assessed housing need of 19,500 homes for the period 2011 to 2031. This is identified in the Strategic Housing Market Assessment 2013 together with the latest update undertaken for the Council in November 2015 as part of the evidence responding to the Local Plan Inspectors' preliminary conclusions. It uses the latest assessment of housing delivery contained in the housing trajectory November 2015. The appropriate method of calculation is a matter before the Local Plan Inspectors and in the interim the Council is following the method preferred by the Waterbeach appeal Inspector.
59. Paragraph 49 of the NPPF states that adopted policies "for the supply of housing" cannot be considered up to date where there is not a five year housing land supply. This includes the rural settlement policies and village framework policy.
60. Further guidance as to which policies should be considered as 'relevant policies for the supply of housing' emerged from a recent Court of Appeal decision (*Richborough v Cheshire East and Suffolk Coastal DC v Hopkins Homes*). The Court defined 'relevant policies for the supply of housing' widely so as not to be restricted to 'merely policies in the Development Plan that provide positively for the delivery of new housing in terms of numbers and distribution or the allocation of sites,' but also to include, 'plan policies whose effect is to influence the supply of housing by restricting the locations where new housing may be developed.' Therefore all policies which have the potential to restrict or affect housing supply may be considered out of date in respect of the NPPF.
61. In the case of this application, policies which must be considered as potentially influencing the supply of housing land include ST/2 and ST/5 of the adopted Core Strategy and adopted policies DP/1, DP/7, CH/3, CH/5, NE/4, NE/6 and NE/17 of the adopted Development Control Policies. Policies S/7, S/9, HQ/1 and NH/3 of the draft Local Plan are also material considerations and considered to be relevant (draft) policies for the supply of housing.
62. However the Court also made clear that even where policies are considered 'out of date' for the purposes of NPPF paragraph 49, a decision maker is required to consider what (if any) weight should be attached to such relevant policies having regard to compatibility with the NPPF.
63. The rural settlement classification in the adopted and emerging development plans identifies the sustainability of villages in South Cambridgeshire, having regard to the level of services and facilities within a village and the availability and frequency of public transport to access higher order services in Cambridge and elsewhere. They are a key factor in applying paragraph 14 of the NPPF, which states that where a five-year supply cannot be demonstrated, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole. The NPPF also includes as a core principle that planning should "actively manage patterns

of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”.

64. In light of the lack of five-year housing land supply and having regard to recent local appeal decisions, the rural settlement policies are considered to continue to have significant weight in the determination of planning applications adjacent to or within close proximity to village frameworks. This will help ensure that development proposals outside and in close proximity to village frameworks have due regard to the availability of an appropriate level of services, facilities, employment and sustainable transport options.
65. As a general principle, the larger, better served villages categorised as Rural Centres and Minor Rural Centres are likely to be more able to support unplanned housing growth than the smaller, less well served Group and Infill Villages, without fundamentally undermining the development strategy for South Cambridgeshire. This has some commonality with the approach taken in the submitted Local Plan, where a limited number of housing allocations in the rural area were included for Rural Centres and Minor Rural Centres, including for larger sites that the windfall threshold in Minor Rural Centres, but no allocations for Group and Infill Villages other than a very limited number where they were put forward by Parish Councils under the Localism agenda.
66. As such, in Rural Centre and Minor Rural Centres, subject to all other relevant material considerations, it is considered that there is a case to be made that conflict with relevant settlement hierarchy policies should not be given significant weight, under the circumstances of a lack of five-year housing supply and in light of paragraph 14 of the NPPF and the test of significant demonstrable harm. This is consistent with the recent appeal decision in Melbourn, where the Inspector said that as the rural settlement policies are out of date due to a lack of five-year supply, but that the conflict with those policies “carried limited weight”. However, given the limited sustainability of Group and Infill villages, there is a case to continue to resist proposals that would conflict with the rural settlement policies which would allow for unsustainable forms of development, unless there are particular site specific considerations that indicate that there would not be significant demonstrable harm.
67. Notwithstanding the above, each planning application must be considered on its own merits taking account of local circumstances and all other relevant material considerations.

Principle of Development

68. The site is located outside the Linton village framework and in the countryside where Policy DP/7 of the LDF and Policy S/7 of the Draft Local Plan state that only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted. The development would be outside the village framework and in the countryside and therefore not under normal circumstances be considered acceptable in principle.
69. Linton is identified as a Minor Rural Centre under Policy ST/5 of the LDF and Policy S/8 of the emerging Local Plan where there is a reasonable range of services and facilities and residential developments of up to 30 dwellings are supported in policy terms. The erection of a residential development of up to 50 dwellings would exceed the limit and therefore not under normal circumstances be considered acceptable in principle.
70. However, given the current lack of a 5 year housing land supply and the fact that

policies DP/7 and ST/5 are out of date, a judgement needs to be made as to whether the location and scale of the development is acceptable in sustainability terms.

71. As set out in the Housing Land Supply section above, it is considered that significant weight can be given to the rural settlement and framework policies. Nevertheless, in light of the lack of a five year housing land supply and recent appeal decisions, as a matter of general principle the scale of development proposed relative to the comparative accessibility of this Minor Rural Centre would not conflict significantly with the thrust of the core development principle of the NPPF and will not in itself create demonstrable harm.

Sustainable Development

72. The NPPF states that there are 3 dimensions to sustainable development, economic, social and environmental.

Economic Aspects

73. The provision of up to 50 new dwellings will give rise to employment during the construction phase of the development and would have the potential to result in an increase in the use of local services and facilities, both of which will be of benefit to the local economy.

Social Aspects

Housing Delivery

74. The development would provide a benefit in helping to meet the current housing shortfall in South Cambridgeshire through the delivery of up to 50 dwellings. The applicants own the site and it is available for development now subject to securing the necessary planning consents. It is intended that construction work could commence in 2016/2017 with the residential element being complete within 5 years of the outline consent. A report has been submitted with the application that shows the rate of construction for medium term residential developments being 20 to 35 per annum. This would result in the development being completed within 2 years.

Scale of Development and Services

75. The Services and Facilities Study 2013 states that in mid-2012 Linton had an estimated population of 4,530 and a dwelling stock of 1,870. It is one of the larger villages in the District. An additional 50 dwellings would increase the number of dwellings in the village by 3%. The cumulative impact of the Bartlow Road development under application S/1963/15/OL and this development would be 105 dwellings, which would represent an increase of 6%. This is considered acceptable and would not be out of scale and character with the size of the village.
76. Whilst it is acknowledged that the most preferable location for development is first on the edge of the city of Cambridge and secondly in Rural Centres, it is considered that Linton is a reasonably sustainable location to accommodate increased housing development. The Services and Facilities Study 2013 identifies a wide range of services and facilities in the village that include a secondary school, junior school, infant school, health centre, dentist, post office, 4 food stores plus a small supermarket, other services such as hairdressers, florists etc., 3 public houses, a village hall and 3 other community centres, a recreation ground and a bus route to Cambridge and Haverhill with a service every 30 minutes during the day Mondays to

Saturdays and hourly on Sundays.

77. The majority of the services and facilities are located on the High Street. The site is situated on the edge of the village at a distance of approximately 800 metres from the shops and 600 metres from the nearest bus stop. There is an existing public footway up to the western boundary of the site that would ensure that there is reasonable accessibility by walking and cycling to the centre of the village.
78. The village is ranked jointly No. 6 in the Village Classification Report 2012 in terms of access to transport, secondary education, village services and facilities and employment. It only falls below the Rural Centres which have slighter better accessibility to public transport. Given the above assessment, the future occupiers of the development would not be wholly dependent upon the private car to meet their day-to-day needs and wider demands could be served by public transport.

Housing Density

79. The site measures 2.24 hectares in area (net). The erection of up to 50 dwellings would equate to a maximum of 22 dwellings per hectare. Whilst this density would be below the requirement of at least 40 dwellings per hectare for sustainable villages such as Linton under Policy HG1 of the LDF, it is considered appropriate in this case given the sensitive nature of the site on the edge of the village and the need for a landscape buffer along the eastern boundary to the open countryside.

Affordable Housing

80. 20 of the 50 dwellings (or pro rata) would be affordable to meet local needs. This would comply with the requirement for 40% of the development to be affordable housing as set out in Policy HG/3 of the LDF and Policy H/8 of the emerging Local Plan to assist with meeting the identified local housing need across the District. However, the proposed mix of 2 x one bedroom houses, 8 x two bedroom houses and 10 x three bedroom houses, and the tenure mix of 50% rented and 50% intermediate is not agreed at the current time. It is considered that the exact mix and tenure of the affordable dwellings could be agreed through negotiations at the Section 106 stage. If the tenure mix of 70% affordable rented and 30% intermediate cannot not be secured due to viability issues, this would need to be demonstrated.

Market Housing Mix

81. The remaining 30 dwellings would be available for sale on the open market. The proposed mix of 10 x two bedroom houses (33.3%), 10 x 3 bedroom houses (33.3%) and 10 x 4 bedroom houses (33.3%) would comply with Policy HG/2 of the LDF that requires a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs and H/8 of the emerging Local Plan that requires market homes in developments of 10 or more homes will consist of at least 30% 1 or 2 bedroom homes, at least 30% 3 bedroom homes, at least 30% 4 or more bedroom homes with a 10% flexibility allowance that can be added.

Developer Contributions

82. Development plan policies state that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of infrastructure necessary to make the scheme acceptable in planning terms.
83. Regulation 122 of the CIL Regulations states that a planning obligation may only

constitute a reason for granting planning permission for the development of the obligation is: -

- i) Necessary to make the development acceptable in planning terms;
- ii) Directly related to the development; and,
- iii) Fairly and reasonably related in scale and kind to the development.

Open Space

- 84. The Recreation and Open Space Study 2013 identified that Linton had a deficit of 4.19 hectares of sports space. Linton has one recreation ground with a senior football pitch and a cricket pitch with the cricket square next to the football goal area and a bowl green. The pavilion is in very good condition with home and away changing, a bar area and kitchen. There is a need for an additional football pitch to meet local need and improved drainage at the existing facility. The cricket club also require an additional pitch to meet the demand for additional junior teams. The 2013 study did not take account of the facilities at Linton Village College, which although at the current time are available for public hire, are not guaranteed through a community access agreement.
- 85. Off-site contributions are required towards additional facilities to meet the demand for the development in accordance with Policies SF/10 and SF/11 of the LDF.
- 86. Linton Parish Council highlights the lack of infrastructure in the village to cope with the development and comments that it ideally requires additional land to provide the facilities required for the village but states that this is not possible at present as no landowner would be prepared to sell for agricultural rates, while the Council does not have a 5 year housing land supply. It has therefore put forward projects for formal sports activities that would be located on the recreation ground. These include a BMX/skate park, climbing wall and replacement of bowls area with a multi-use games area, and trim trail on the recreation ground. The contribution required would be tariff based contribution of approximately £55,000.
- 87. The Recreation and Open Space Study 2013 identified that Linton had a deficit of 3.41 hectares of children's play space. The development would be located approximately 1.8km from the nearest play area and therefore it is paramount that a formal play area is provided on the site. A Local Equipped Area of Play would be provided within the development.
- 88. No off-site contributions are required towards additional facilities to meet the demand for the development in accordance with Policies SF/10 and SF/11 of the LDF.
- 89. The Recreation and Open Space Study 2013 identified that Linton had a surplus of 0.27 hectares of informal open space. The development would provide informal public open space within the centre of the development. In addition, allotments would be provided for the village on not less than 0.45 hectares of land.
- 90. No off-site contributions are therefore required towards additional facilities to meet the demand for the development in accordance with Policies SF/10 and SF/11 of the LDF. However, contributions are required for maintenance of the space if adopted by the Parish Council.

Community Facilities

- 91. The Community Facilities Audit 2009 states that Linton is served by Linton Village Hall, which is run by a charity and can accommodate 170 persons seated and 200

standing. It holds an entertainment licence but no alcohol license, public dances, disabled access and toilets. There is only a basic kitchen but no food preparation area. Linton Village Hall is not considered to satisfy the Council's indoor facilities standard in terms of quantity of space and quality of space.

92. Off-site contributions are required towards community facilities to comply with Policy DP/4 of the LDF.
93. Linton Parish Council again highlights the lack of infrastructure in the village to cope with the development. It has therefore put forward a project for improvements to the Village Hall to include renovation/modernisation of the kitchen, refurbishment of the WC's and a redesign of the front façade and entrance foyer. Alternatively, the funds could go towards a new multi-purpose community centre with a focus aimed at young people and which will be available for hire by scouts, guides, brownies and other users. This would also need to be funded by other sources but at present these have not been identified. The contribution required would be tariff based contribution of approximately £25,000.
94. The RECAP Waste Management Design Guide requires household waste receptacles to be provided for the development. Off-site contributions are required towards the provision to comply with Policy DP/4 of the LDF. The contribution would be £73.50 per dwelling and £150 per flat.
95. To ensure the provision and usage of on-site infrastructure, a monitoring fee of £1,500 is required.

Education

96. The development is expected to generate a net increase of 15 early years aged children, of which 7.5 are liable for contributions. In terms of early years' capacity, County Education Officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for early years provision is required.
97. The development is expected to generate a net increase of 17.5 primary school places. The catchment school is Linton Infant & Linton Heights Junior schools. In terms of primary school capacity, County education officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for primary education is required.
98. The development is expected to generate a net increase of 12.5 secondary school places. The catchment school is Linton Village College. County Education Officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for secondary education is required.
99. Members will note that the Cambridgeshire County Council Growth Team consider there is sufficient early years, primary and secondary school capacity but that this is contested by the Headteachers of both the local Junior and Infants schools.
100. Members will also note that Linton Parish Council has stated that the even if the more school places cannot be funded, the quality of the education facilities in the village are unsatisfactory and require funding.
101. The comments of the Head teachers of the Junior and Infants Schools, Governors of

Linton Village College and Linton Parish Council are acknowledged, Cambridgeshire County Council Growth Team has advised that in-catchment demand indicates there is sufficient capacity to accommodate new development (although any further future development beyond these sites may see this position reviewed). In effect the schools fill with out-of-catchment pupils, who in future would be accommodated in their local catchment. The Council would have no basis on which to seek education contributions that would be CIL compliant. In addition, the condition of temporary buildings at the schools is an existing issue that would not change as a result of the development. Contributions towards upgrading these building would therefore also not be CIL compliant. It is the statutory duty of the Local Education Authority to ensure that the buildings meet health and safety regulations so any urgent need for replacements, could be secured outside this process.

Libraries and Lifelong Learning

102. The proposed increase in population from this development (50 dwellings x 2.5 average household size = 125 new residents) will put pressure on the library and lifelong learning service in the village. Linton library already serves a population of nearly 5,000 including the villages of Linton, Hildersham and Horseheath. A contribution of £42.12 per increasing population for enhancement to the library in Linton, a total of £5,265 (125 new residents X £42.12). This contribution would be used towards the reorganisation of the layout of Linton Library including the remodelling of the existing library counter, to enable extra shelving units and appropriate resources (both Adult and Junior) to be installed in the library to serve the additional residents.

Strategic Waste

103. This development falls within the Thriplow Household Recycling Centre catchment area for which there is currently insufficient capacity. The development would require a contribution of £461.45 (£8.39 x 55) towards the project to expand capacity unless 5 schemes have been pooled towards this project.

Healthcare

104. NHS England considers there is sufficient GP capacity to support the development. Therefore no contributions are required towards health facilities.

Conclusion

105. Appendix 2 provides details of the developer contributions required to make the development acceptable in planning terms in accordance with Policy DP/4 of the LDF and paragraph 204 of the NPPF. It is considered that all of the requested contributions to date meet the CIL tests and would be secured via a Section 106 agreement. The applicants have confirmed agreement to these contributions.

Environmental Aspects

Character and Appearance of the Area

106. The site is currently a piece of arable land located outside the Linton village framework and in the countryside. It forms part of the landscape setting to the village.
107. The site is situated within the East Anglian Chalk Landscape Character Area and the landscape character of the site and its immediate surrounding are typical of East

Anglian Chalk comprising large agricultural fields separated by clipped hedges, set in an open and gently rolling landscape, with long views available both over lower land and to hills featuring wooded tops.

108. The proposal would result in the introduction of development in an area that is currently undeveloped. Given the site characteristics and landscape setting, development of the scale proposed has the potential to result in some loss of openness to the countryside and visual harm to the setting of the village.
109. Following the reason for refusal in relation to adverse impact upon the landscape and visual amenities of the village with regards to application reference S/1969/15/OL, a revised indicative plan has been submitted that shows a 6 metre wide strategic buffer along the boundaries of the site adjacent to the open countryside. This is now considered to address the previous objections through improving the edge of the village and integrating the development into the landscape that would successfully mitigate the previous significant impact. The proposal is an outline application for up to 50 dwellings. It is considered that 50 dwellings could be accommodated on the site that would not result in harm to the character and appearance of the area given the existing harsh edge, density and layout of surrounding development. However, the actual layout is not matter than can be considered in detail at the outline application stage. It is therefore considered that limited weight can now be given to Policy NE/4 of the LDF.

Design Considerations

110. The application is currently at outline stage only. All matters in terms of access to the site, the layout of the site, scale, external appearance and landscaping are reserved for later approval.
111. The indicative layout shows an “L” shaped cul-de-sac development with a linear pattern of dwellings together with small groups of dwellings arranged around shared driveways on the western part of the site. 8 dwellings and allotments for the village are shown on the south eastern part of the site. A Local Area of Equipped Play is provided alongside the main access road on the northern part of the site close to the entrance to the development. Whilst the comments of the Urban Design Officer in relation to pedestrian connections and back-to-back distances is acknowledged, the application is for up to 50 dwellings and the indicative layout is considered satisfactory in principle; the application is currently at outline stage only and these matters would be considered in the final determination of the layout at the reserved matters stage. The development would therefore accord with Policy DP/2 of the LDF.

Trees/ Landscaping

112. The proposal would not result in the loss of any important trees and hedges that significantly contribute towards the visual amenity of the area and the wider countryside. The majority of the trees and hedges along the northern, southern and western boundaries of the site that are in a good condition would be retained and protected, and new landscape planting would be provided to create a buffer to the countryside and to enhance the development. The only hedge to be removed would be along the northern boundary of the site with Horseheath Road to accommodate the access but replacement landscaping would be provided to mitigate this loss. The development is therefore capable of complying with Policy DP/3 of the LDF.

Biodiversity

113. The site is dominated by arable land and is surrounded by species poor hedgerows/trees and grass margins. It is considered to have a low ecological value but the margins could provide habitats for reptiles and badgers and the trees could have bat roosts. Conditions would be attached to any consent for resurveying the site for reptiles, badgers and bats prior to the commencement of any development and ecological enhancements such as bird and bat boxes in accordance with the recommendations of the submitted report and the provisions of Policy NE/6.

Highway Safety and Sustainable Travel

114. Horseheath Road leads from the centre of the village to the A1307 (Cambridge to Haverhill Road). It has a speed limit of 30 miles per hour from the village to the point at the entrance to the site, where it changes to 60 miles per hour.
115. The development would result in an increase in the level of traffic in the area. The peak traffic flows based upon TRICS analysis and census data would be 43 in the am peak and 34 in the pm peak. The majority of vehicles would travel towards the A1307. This is considered a robust assessment and has been agreed. The junction impact assessment of the Horseheath Road junction with the A1307 is accepted. Therefore, no objections have been raised by Cambridgeshire County Council Transport Assessment Team in relation to the impact of the development upon the capacity and functioning of the public highway subject to a mitigation package proportionate to the development to be secured through a Section 106 agreement or conditions. The proposal would not therefore be detrimental to highway safety.
116. The 5.5 metre access width into the site would accommodate two-way traffic into the site and would be acceptable. The 2.0 metre footpaths on each side are adequate and would provide safe pedestrian movements. The proposed vehicular visibility splays of 2.4 metres x 90 metres to the west and 2.4 x 215 to the east are acceptable. The access would therefore accord with Local Highways Authority standards.
117. There is a bus stop on the High Street approximately 600 metres to the west of the site. This gives direct public transport access to Cambridge and Haverhill by way of a 30 minute service Monday to Saturdays and is accessible by walking via a public footpath along the southern and northern side of Horseheath Road. It is also accessible by cycling. A contribution of £10,000 is sought towards City Deal proposals for reducing bus journey times along the High Street and £20,000 is sought towards City Deal proposals for bus priority measures along the A1307 in Linton principally towards the recalibration of the operation of the junction with Linton Village College to mitigate the impact of the development. This would need to be secured by a legal agreement. In addition, conditions would be attached to any consent to secure a 2 metre wide footway along the south side of Horseheath Road to connect to the existing footpath and an improvement of the footway provision to the High Street to include the widening the footway in the vicinity of Lonsdale to 2 metres wide, the installation of dropped crossings with tactile paving at the crossing over Horseheath Road near to Wheatsheaf Way, the installation of dropped crossings with tactile paving over Lonsdale and Wheatsheaf Way, and further cycle parking in the village. This would encourage travel by more sustainable modes and is considered proportionate to the development. A Park and Ride is not required to mitigate the impact of the development.
118. The submitted Transport Statement commits to the provision of a Travel Plan to encourage the use of alternative modes of transport other than the private motor

vehicle for occupiers of the new dwellings prior to occupation. Measures include the appointment of a travel plan co-ordinator and the provision of information packs to new residents. However, further details are required. This would be a condition of any consent. The development therefore has the potential to comply with the requirements of adopted policies DP/3, DP/4, TR/1, TR/2 and TR/3.

Flood Risk

119. The site is located within Flood Zone 1 (low risk). The River Granta is the most significant watercourse in the area that is located 350 metres to the south of the site. There are no other notable watercourses within the vicinity of the site. A small part of the south western corner of the site is subject to surface water flooding (low risk).
120. The Flood Risk Assessment demonstrates that infiltration may be feasible upon part of the site through soakaways and is the preferred surface water drainage system to accommodate surface water from a 1 in 100 year storm event plus 40% climate change. This would comply with the NPPF that seeks sustainable urban drainage systems at the top of the hierarchy and therefore Cambridgeshire County Council Flood Team and Anglian Water raised no objections providing infiltration tests are carried out and the detailed design of the surface water drainage system is agreed through a condition attached to any consent. The management and maintenance of the system in perpetuity would need to be secured through a Section 106 agreement. There would be no material conflict with adopted policy NE/11.

Neighbour Amenity

121. Whilst it is acknowledged that there would be a change in the use of the land from an open field to residential dwellings, the development is not considered to result in a significant level of noise and disturbance that would adversely affect the amenities of neighbours. A condition would be attached to any consent in relation to the hours of use of power operated machinery during construction and construction related deliveries to minimise the noise impact upon neighbours.
122. The impact of the development itself on neighbours in terms of mass, light and overlooking will be considered at the reserved matters stage. It is noted that the land falls southwards. As such the development is capable of being in compliance with Policy DP/3.

Heritage Assets

123. Further to issues raised within the previous reason for refusal on the site under application reference S/1969/15/OL, a trial trench evaluation has been carried out on the site to investigate whether the proposal would result in the loss of any significant features of archaeological interest.
124. 32 trenches were excavated across the site with 13 based upon geophysical survey anomalies. The fieldwork confirmed the presence of a Bronze Age barrow on the site. Furthermore, a crouched burial was uncovered in the centre of the barrow. Two further parallel linear geophysical anomalies, interpreted as possible agricultural remains, proved to be the remnants of a Neolithic cursus. A small number of other ditches, not identified in the geophysical survey, were also revealed across the site.
125. Given that the site has now been investigated, the development is acceptable subject to a condition being attached to any consent to agree a written scheme of investigation to include the statement of significance and research objectives, the

programme of methodology of site investigation and recording, and the nomination of a competent person/organisation to undertake the agreed works and the programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. The development programme should include a timetable of investigation for the agreed scheme. The proposal would therefore comply with Policy CH/2 of the LDF.

126. The site is located 150 metres from the nearest listed building at No. 28 Horseheath Road. The development is not considered to harm the setting of the listed building as it is limited to its immediate surroundings of existing residential development.
127. The site is located 500 metres from the boundary with the conservation area. The development is considered to preserve the setting of the conservation area given that there are no views of the site from the conservation area or views from the site to the conservation area and the increase in traffic through the village is not considered significant when taking into consideration the size of the village.
128. Thus the statutory requirements in sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 respect of listed buildings and conservation areas would be met as would compliance with adopted plan policies CH/4 and CH/5.

Other Matters

129. The development is not considered to result in a risk of contamination providing a condition is attached to any consent to control any contamination identified during the development.
130. Anglian Water have confirmed that there is adequate capacity within the foul drainage system and catchment centre to accommodate flows from the development. A gravity connection could be made to the 150mm public foul sewer in Lonsdale. The DWF generated by 50 dwellings is around 0.21 litre/second. The sewer has the capacity for 30 litres/second. The downstream pumping station has two pumps which pump for around three hours per day with a pump rate of 21 litres/second. Anglian Water has not therefore raised any objections providing the exact details are subject to a condition of any consent.
131. The site is located on grade 3 (good to moderate) agricultural land. The development would result in the permanent loss of this agricultural land contrary to policy NE/17. However, this policy does not apply where land is allocated for development in the LDF or sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural use of the land. In this case, this is considered satisfactory given the absence of up-to-date policies for the supply of housing in the district.
132. The lack of any employment within the proposal is not a planning consideration in this particular case as the site is not located within any designated employment area.
133. Whilst the need for allotments in the village is noted, there is no policy requirement for the provision of allotments within developments. The provision of allotments on not less than 0.45 hectares of land would result in 18 allotments based upon the size of 250 square metres per allotment (the size of a double tennis court) as set out by the National Allotment Society. However, there is no defined size for allotments and it normally depends upon the needs of the user. The provision of this amount of land for allotments is considered to make a positive contribution to the identified need in the

village. These will be secured by a 99 year lease at peppercorn rent to the Civil Parish. Any application for development of the allotments in the future would be determined upon its own merits.

134. The documents submitted with the application are sufficient to determine the application. A Heritage Statement is not required as the development is not considered to affect the setting of the conservation area or listed buildings. Detailed archaeological reports have been submitted. A summary of public consultation is satisfactory. The application form has been corrected.
135. The ownership of the land is not a planning consideration that can be taken into account in the determination of the application.

Conclusion

136. In considering this application, adopted development plan policies ST/5 and DP/7 are to be regarded as out of date while there is no five year housing land supply. This means that where planning permission is sought which would be contrary to the policies listed above, such applications must be determined against paragraph 14 of the NPPF.
137. An archaeological evaluation has now been carried out on the site to address the previous reason for refusal in relation to the impact upon heritage assets.
138. An indicative plan has now been submitted with the application that shows a 6 metre wide strategic landscape buffer along the boundaries of the site adjacent to the open countryside and a layout that shows how 50 dwellings can be accommodated on the site to address the previous reason for refusal in relation to the impact of the development upon the landscape and visual amenities of the area.
139. Notwithstanding the above, it has been demonstrated that the proposal would not potentially result in harm to the capacity and functioning of the public highway, an increase in the risk of flooding to the site and surrounding area, insufficient capacity in the system to accommodate foul drainage from the development and a lack of infrastructure to mitigate the impact of the development.
140. Whilst it is acknowledged that the development would result in some limited adverse impact through the change from an undeveloped to site to a built-up development, this sole adverse impact must be weighed against the following benefits of the development:
 - i) The provision of up to 50 dwellings contributing towards housing land supply in the District, based on the objectively assessed 19,000 dwellings target set out in the SHMA and the method of calculation and buffer identified by the Inspector (NB the developer would still need to show the scheme would be deliverable so as to directly meet that need).
 - ii) The provision of up to 20 affordable dwellings towards the need across the District.
 - iii) The provision of allotments on not less than 0.45 hectares of land for community use.
 - iv) Developer contributions towards public open space and community facilities in the village.
 - iv) Suitable and sustainable location for this scale of residential development given the position of the site in relation to access to public transport, services and facilities and local employment.
 - v) Highway works.

- vi) Employment during construction to benefit the local economy.
- vii) Greater use of local services and facilities to contribute to the local economy.

141. In this case, the limited adverse impacts of this development are not considered to significantly and demonstrably outweigh the benefits of the development, when assessed against the policies in the NPPF taken as a whole, which aim to boost significantly the supply of housing and establish a presumption in favour of sustainable development in the context of the lack of a 5-year housing land supply. Therefore, it is considered that, on balance, planning permission should, be granted.

Recommendation

142. It is recommended that the Planning Committee grants officers delegated powers to approve the application subject to the completion of a section 106 agreement and the following conditions:-

Conditions

- a) Approval of the details of the means of access to the site, layout of the site, the scale and appearance of buildings and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason - The application is in outline only.)
- b) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of two years from the date of this permission.
(Reason - The application is in outline only.)
- c) The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason - The application is in outline only.)
- d) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- e) The indicative masterplan is specifically excluded from this consent.
(Reason - The application is in outline only.)
- f) The development shall not be occupied until a Travel Plan Welcome Pack has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.
(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)
- g) No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. The development shall be carried out in accordance with the approved details. The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
 - ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.

iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

h) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied in accordance with the approved details and shall thereafter be retained.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

i) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

j) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

k) In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the dwellings hereby approved.

i) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with the relevant British Standard.

ii) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

iii) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development,

and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

(Reason - To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

l) No development shall commence until an updated Phase 1 habitat survey is submitted. This shall include an assessment of evidence and potential for protected species such as reptiles and badger and include revised avoidance, mitigation and compensation measures based on the findings.

(Reason - To minimise disturbance, harm or potential impact on protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007 and the Wildlife and Countryside Act 1981 (as amended)).

m) No development shall commence until a scheme for ecological enhancement consistent with Section 6 of *Updated Phase 1 Habitat Survey* (James Blake Associates, May 2015) including a location plan, specification and management schedule for native planting has been provided to and agreed by the Local Planning Authority. This shall also include in-built features for bats and nesting birds and measures for hedgehog. The measures shall be implemented in accordance with the agreed scheme.

(Reason - To provide habitat for wildlife and enhance the site for biodiversity in accordance with the NPPF, the NERC Act 2006 and Policy NE/6 of the adopted Local Development Framework 2007.)

n) No demolition/development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:

- i) The statement of significance and research objectives;
- ii) The programme and methodology of site investigation and recording and
- iii) The nomination of a competent person(s) or organisation to undertake the agreed works;
- iv) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)

o) Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) prepared by Arcadis (ref: 5001 UA008052- UU41R) dated December 2016 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

p) No development shall commence until infiltration testing has been undertaken in accordance with BRE365 and a final surface water strategy based on the results of this testing has been agreed by the Local Planning Authority, in conjunction with the

Lead Local Flood Authority.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

q) Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

r) No site or plant machinery shall be operated, no noisy works shall be carried out and no construction related deliveries shall be taken or dispatched from the site except between 0800 hours and 1800 hours Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Bank Holidays.

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

s) In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded). Development shall be carried out in accordance with the approved details.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15-Noise Pollution, NE/16- Emissions & DP/6- Construction Methods.)

t) No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details / scheme unless the local planning authority approves the variation of any detail in advance and in writing.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15-Noise Pollution, NE/16- Emissions & DP/6- Construction Methods.)

u) No development (including any pre-construction, demolition or enabling works) shall take place until a comprehensive construction programme identifying each phase of the development and confirming construction activities to be undertaken in each phase and a timetable for their execution submitted to and approved in writing by the Local Planning Authority in writing. The development shall subsequently be implemented in accordance with the approved programme unless any variation has

first been agreed in writing by the Local Planning Authority.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15-Noise Pollution, NE/16- Emissions & DP/6- Construction Methods.)

v) Before the development hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15.)

w) No development shall commence until a renewable energy statement has been submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

(Reason - To ensure an energy efficient and sustainable development in accordance with Policies NE/3 of the adopted Local Development Framework 2007.)

x) No development shall commence until a water conservation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

(Reason - To ensure a water efficient and sustainable development in accordance with Policies NE/12 of the adopted Local Development Framework 2007.)

y) No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

z) No development shall take place until details of a scheme for the provision of a footway along the south side of Horseheath Road to the existing footpath has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

aa) No development shall take place until details of a scheme for the improvement of the footway provision from Horseheath Road to the High Street has been submitted to and approved in writing by the Local Planning Authority. The improvements shall include the widening the footway in the vicinity of Lonsdale to 2 metres wide, the installation of dropped crossings with tactile paving at the crossing over Horsheath Road near to Wheatsheaf Way and the installation of dropped crossings with tactile paving over Lonsdale and Wheatsheaf Way. Development shall be carried out in

accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

bb) No development shall take place until details of a scheme for the provision of cycle stands in the village at locations to be agreed with the Parish Council has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

cc) As part of any reserved matter application details of the housing mix (including both market and affordable housing) shall be provided in accordance with local planning policy or demonstration that the housing mix meets local need shall be submitted to and approved in writing by the Local Planning Authority. Development shall commence in accordance with the approved details

(Reason: To ensure an appropriate level of housing mix, both market and affordable housing in accordance with policies H/8 and H/9 of the South Cambridgeshire Local Plan Submission March 2014.)

Section 106

Affordable Housing
Open Space
Community Facilities
Waste Receptacles
Libraries and Lifelong Learning
Highway Works
Surface Water Maintenance
Monitoring
Allotments

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References: S/1969/15/OL and S/1963/15/OL

Report Author:

Karen Pell-Coggins
Telephone Number:

Principal Planning Officer
01954 713230

Planning application S/2553/16/OL Ely Diocesan of Finance, Horseheath Road – Outline planning application with all matters reserved for up to 50 houses and 24-28 allotments. **Not Supported.**

- This site is outside the village envelope and local framework, was not considered suitable for development as part of the Local Plan and was rejected in the SHLAA assessments, as having no development potential. The shortcomings of the site have not been addressed.
- The assessments in the application are essentially re-submissions of those used in the earlier application, with the previous lack of clarity where many issues have not been rectified.
- The assessments remain out-of-date. For example, the cumulative nature of recent and proposed developments, and their effects, have not been taken into account.
- The landscape and visual assessment has not changed, so this still fails to consider the adverse effect on the views from the east, views out of the village, views out of Linton's Outstanding Conservation Area, and Linton's setting in the open landscape.
- Housing here will impact upon the skyline and impose upon the historic village.
- A 5m landscape strip would not compensate for the loss of the "soft edge" approach to Linton, and its effect on the setting of the village
- It will neither conserve nor enhance the amenity of the village's natural, built and historic environment and resources.
- The scheme would detrimentally impact on the landscape, townscape, the outstanding Conservation Area, above and below ground heritage, and the community facilities
- There is no Heritage Assessment
- The site was rejected previously on archaeological issues. It is now known to contain significant evidence of Bronze Age barrows and a Neolithic cursus monument along with more evidence of Saxon and Roman occupation: such remains should be preserved. It is not clear what the extent of destruction might be as the impact of building has not been properly assessed. Linton is a village of historical significance with the only outstanding conservation area within South Cambridgeshire. This is used to promote the village through things such as the 'heritage trail'.
- Sections 1, 2 and 4 of the Archaeological Statement state that it was impossible to gain access for trial trenching, however the site is an open field so there should be no reason as to why access was not gained.
- The depth of soil is variable due to slippage downhill; the depth of the artefacts is not determined, nor is the viability of allotments in the proposed sites as these are of a location where the soil quality is poor and access to the sites will be restricted as it must be gained through the new development.
- The Flood Report is essentially the same as before, and has not taken into account the updated EA flooding Assessment Mapping report, which also shows flooding potential from higher ground and surface water flooding
- Surface water flooding is an issue affecting several areas of Linton. At this site, water run-off caused by loss of green area would affect neighbours, especially those to the south and downhill of the site.
- Flood water from the surrounding rising ground eventually feeds into the Granta affecting the floodplain (which will be further compromised by recently approved applications on Bartlow Road). This will increase flooding to the village centre and will have an adverse effect upon villages downstream.
- The failed porosity tests and an independent report show this part of the village is lacking in drains capacity and flow

- This development would exacerbate the traffic and parking issues of the village and this part of the A1307. There are already serious concerns over the junction with the A1307.
- The S106 does not include Planning Obligation. The scheme would not provide sufficient contribution to compensate for the increased demands on local infrastructure, roads, schools, and other facilities including flood abatement.
- The status and permanence of the proposed allotments has not been made clear.
- In the absence of lack of up-to-date and clear reports, the Holding Objections of s/1969/15/OL remain.
- This development would bring significant harm to the character of the landscape, its historical significance and the environment, that far outweighs any benefit the housing would bring, and there are likely to be more suitable sites elsewhere within the district for such development.
- The schools are at capacity currently and due to a restriction on space there is little physical scope for an extension, this is particularly applicable to the Linton Infants School located on Church Lane. Travel to other schools is not viable due to the additional costs that it would incur to the County Council.
- The Localism Act requirements have not been met
- The proposed site is ¾ a mile from the village centre and local amenities, safer routes to school must be considered

Conditioning Requested by the Council-

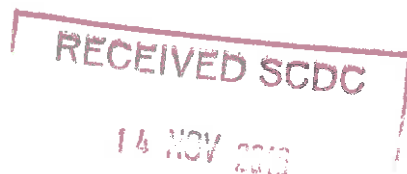
- Discussion between the developers and the PC is needed before full plans are submitted.
- The designs would have to be in keeping with village character and of an appropriate mix to help meet current housing needs.
- Preservation of Archaeological sites is needed.
- Hedges must be retained to reduce visual impact.
- Careful design needed to preserve the biodiversity and character of the landscaped area, with enough suitable screening to diminish the effects of any building.
- Flood amelioration would be needed, not just on-site, but to mitigate the effects of lost soak-away and reduce the increased surface water reaching the river.
- Noise and light abatement would be needed to counteract the effects of so many houses.
- Any site traffic would have to access site by the A1307, not through the village.
- Allotments should be sited to give good soil depth, decent drainage and access for all users.
- The allotments should be village owned, or have a very long lease (99 years suggested).

LINTON PARISH COUNCIL

Clerk: Ms Kathryn Wiseman, The Village Hall, Coles Lane, Linton, Cambridge. CB21 4JS.
Email: lintonpc@btconnect.com
Tel: 01223 891001
Chairman: Mr Paul Poulter.



Karen Pell-Coggins
Principle Planning Officer
Planning and new Communities
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA



Dear Karen,

Thank you for your consultation on the application S/2553/16/OL Horseheath Road, Linton. In addition to the comments sent through on Monday 31st October 2016, please find our supporting comments and a formal holding objection.

Holding Objection

We respond again with a holding objection, for at least the following reasons:

1. This is a Major application outside the development framework, which will potentially have a significant effect upon Linton and the environs, yet the documents provided do not comply with the basic Local and National requirements and no reason is given for the failure to provide the required information,
2. It is a SHLAA assessed site, where development was rejected, but the application does not mention or address this material consideration and does not provide the specified documentation,
3. The submission has significant elements of conflict and inconsistency (see below),
4. The submission does not suitably deal with the elements of the previous refusal, which are material to any new application, and does not address the significant material planning updates and considerations that have happened since the last application,
5. It does not address the elements of the previous scheme which were then unacceptable because they were out of date (such as the traffic assessment), which are now more than another year out of date,
6. The site is part of a cumulative group of sites, which together have a severe impact. S/1963/15/OL has recently been approved by Planning Committee. No cumulative impacts have been considered. The proposals should have been Scoped again under the EIA Regulations, to include:
 - a. The cumulative size and demands of the developments,
 - b. The absorption capacity of the natural environment and the environmental sensitivity of cumulative flooding caused by the developments (Schedule 3 part 2c),
 - c. The environmental sensitivity of these sites within a cumulative landscape of historical, cultural and archaeological importance (Schedule 3 part 2viii), and
 - d. Cumulative contribution of traffic from these sites on noise levels along A1307 in the village, already in excess of EU environmental quality standards (Schedule 3 part 2vi).
7. There was no pre-application community consultation process and therefore the application does not comply with the criteria of the Localism Act,

8. The S106 list is incomplete, appears to apply to a previous scheme prior to the provision of a LEAP and is without a Planning Obligation, and
9. The declarations and certificates are incorrect and obscure the lead role of one of the applicants, Cllr Burkitt, whose employment, personal and investment banking interests potentially conflict with his influential roles in government and County and District planning processes.

The assessments are mostly a selection of the conflicting reports used in the previous application S/1969/15/OL, which now also do not refer to the correct site layout.

Our initial request is for the applicant to be asked to provide the local residents' pre-application consultation and then resubmit with the material clarification and information above, for re-consultation. Also, that, in light of Cllr Burkitt's repeated failure and reluctance to declare his interests in the applications, there should be a full independent investigation of the influence Cllr Burkitt has had (and can have) over the planning decision, including in meetings with Councillors and employees of the relevant Councils and Statutory Consultees. The requests are in accordance with the Local Government Act, the Localism Act, relevant Planning Acts, NPPF 192 and 193, and are in the public interest, relevant and necessary to this application.

Subject to this, our comments on the application so far are:

Context

The site is an arable field in the countryside on the eastern side of the village of Linton. It abuts the existing settlement but is outside the village envelope. It is on the valley edge, sloping down to the River Granta and the lower parts of the village.

The latest archaeological survey is the latest confirmation that the current village is located in a landscape of substantial historical, cultural and archaeological importance, which has not been adequately surveyed to date.

The historic settlement of Linton is highly significant. It is the District's only Outstanding Conservation Area and has more listed buildings than any other village in the District.

The village has a close beneficial relationship to the countryside that surrounds it and the green spaces and river at its heart. As a result, the views between countryside and village and the rural landscape, backdrops, tree-lines, long views, sloping hillsides and river valley, prominent trees, hedging, large fields, small fields and water meadows are important to its character, tourism and enjoyment.

Road safety and highways are a significant issue, hence the recognition of Linton as a Special Policy Area in the current Local Plan. The A1307 passes close by and into the village and the centre of the village is usually very congested. The A1307 also has a poor safety record. A crossing has been installed at the High Street junction, but this has also exacerbated congestion issues elsewhere on the approaches to Linton and within the village.

Traffic noise is very audible despite the trees along the low lying road edge. The A1307 runs above the tree-line, so the noise of additional traffic is not screened. Increased traffic is also a significant problem where the A1307 crosses the High Street, where the recent Police Houses noise monitoring (S/2420/12/FL) showed that noise levels already significantly exceed those suitable for residential amenity, and also exceed the levels directed by the EU. This junction is within the Outstanding Conservation Area and is surrounded by housing, including groups of Listed Buildings, so the impact of more traffic and higher levels of noise will affect lives, homes and the enjoyment of this Special area.

The village is designated a Minor Rural Centre, and lacks infrastructure and support for significant development. The existing infrastructure is at or nearing capacity. Through the recent SHLAA process a ring of proposed development was considered around Linton, and rejected for the reasons above, and they included the impact on the limited local facilities and infrastructure.

Sustainability

The site is outside the village envelope and local framework. Taken individually and cumulatively, the proposed development would exceed the limit of 30 houses based on the local constraints.

The premise of sustainability in the Planning Statement, also used by the Council in decision-making on S/1969/15/OL, is flawed because it was based on the assertion that Linton had more facilities than Waterbeach and was one contested bus point away from being a Rural Centre, so should be considered a borderline Rural Centre, making it a sustainable location in principle for major housing schemes. That is flawed because this adopted SCVS report actually concluded that the village is not capable of being a Group Village because of its specific local constraints, and that conclusion is consistent with the conclusions of all other relevant studies of Linton's capacity, which consistently concluded that Linton may have shops and schools, but its specific local conditions meant it was incapable of taking more than a small number of new houses.

The sustainability premise is also flawed because it does not follow the direction of the NPPF. The NPPF gives specific criteria for the assessment of sustainability, and they relate to the specifics of the proposals, and whether they fulfil 3 main criteria. Assessing NPPF14 sustainability on a blanket designation of the village, rather than on a site-by-site basis, conflicts with the principles of NPPF.

Housing development of the scale and numbers proposed is not sustainable in this location in principle because:

1. The development is outside the village and remote from village facilities. The homes are beyond the Design Guide and Urban Task Force specified distances for a sustainable local neighbourhood. Just taking the centre of the site, it is $\frac{3}{4}$ mile (1km) from the village centre with its shops and further from recreation areas, Medical Centre and other amenities, and nearly 2km from the Village College, and the criteria also takes into account that residents have to negotiate a long hill and busy roads. We note that the Planning Statement is misleading in taking its dimensions from the closest corner of the site, whereas the criteria is taken from the homes themselves. It also states that there are 29 shops, which is an exaggeration. Both policy documents confirm that, if further than the specified distances, residents will be discouraged from walking and be more inclined to use private cars to access those facilities, and once people have opted to use a car to access facilities, they may not automatically use the local facilities,
2. This site suffers from the same issues of capacity already identified through the SHLAA process considering this location. The SHLAA identified that reinforcements and additional provision would be needed at least to the existing electrical, water and gas supplies, the sewerage network, health care facilities and schools. The recent studies into Linton's infrastructure such as road networks, schooling, recreation and drainage all show that it is substandard or borderline, and incapable of taking significant new development,
3. The significant increased use of cars from this site at the edge of the village will add to the identified traffic problems, congestion and safety issues of the A1307 and village centre.

Landscape and Appearance

The landscape of Linton and the relationship between the semi-rural village and its surrounding rural countryside is positive and of importance. Paragraph 2.16 of the Design Guide notes that the continuous occupation of this locality is an extensive legacy of built and natural heritage, which creates a many layered, historic landscape of great beauty and diversity that helps establish local identity.

The Design Guide and LVIA confirm that the local landscape character is of a permeable form, where the landscape, village and river valley relate closely to one another and provide important long views, and crucially that the area has a surprisingly remote rural character. The landscape is undulating so the village is very prominent within its surroundings of fields on village approaches, on skylines and from higher ground. The scale is both large and small, with wide vistas on the uplands and small scale intimate character along the river valley. There are distinctive historic field boundaries with intermittent trees, which give a soft edge to the village and provide attractive long views and a small scale even to the large upland fields.

The Landscape and Visual Statement is based on landscape definitions rather than the Design Guide, and relates to a previous application scheme, rather than the one being consulted on.

Key viewpoints requested to be assessed under S/1969/15/OL are still unassessed. Those positive characteristics of the landscape and village setting are likely to be adversely affected in at least:

1. The views from the east, views out of the village and the setting of the Conservation Area.
2. Long views from high ground on the northern and eastern approaches to the village, where the site can be seen in the context of the rest of the village and its surrounding countryside, and where the viewpoints are much higher than the site so cannot be screened by planting.
3. The impact on the skyline and from the footpath running along the edge of the site, where again development would be seen up the slope and on the skyline. The LVIA is incorrect in assuming that the hedge is continuous between the footpath and field, as it is open to the site along all of the southern end of that field boundary.

The Planning Statement concludes that the development would bring an improvement to the appearance of the landscape, but this is based on the premise that blocking long views and the views of the village in general would be an 'exemplary' enhancement.

The location of the proposed development would adversely affect the long views from the east, out of the village, and the rural setting of the village in the open landscape. Building over the prominent field on the approach to the village will neither conserve nor enhance the amenity of the village's natural, built and historic environment and resources. It weakens the belt of countryside that surrounds Linton and its development would be prominent in views of the village from surrounding countryside and from the higher ground around, and on the skyline from lower in the valley, despite these attempts to screen it. The landscape objections in principle of the SHLAA would remain.

The indicative layout of the development is also contrary to local character. The proposal to run a prominent second road along the frontage of the site would have a particularly unattractive appearance at odds with the existing building line and village. The proposed houses and their number and density provide a very cramped appearance in contrast with the existing pattern of development and at odds with their surroundings. The larger scale indicative plan shows that the development is so cramped that it does not fit its site, so that the promised screening would be punctured by views of car parking, roads and other development that encroach on it.

It certainly would not "improve" the edge of Linton, and would detrimentally impact on the Conservation Area and character of the village. Housing will encroach on the countryside at the approach to the village and obscure the skyline from the lower slopes and village. The proposal would therefore not respect and retain or enhance the local character and distinctiveness of the individual Landscape Character Area in which it is located, so would not comply with Local Plan Policy NE/4 and NPPF 109.

Agricultural land

Policy DPD ET/9 5.22 notes that farming still makes an important contribution to the South Cambridgeshire economy, and that in order to protect the quality and distinctiveness of the local landscape, the Council wishes to prevent uncoordinated development in rural areas and the piecemeal stripping of assets from farms without regard for the viability of the holding.

NPPF 112 requires the Local Planning Authority to take into account the economic and other benefits of the best and most versatile agricultural land, and where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

The application has not provided assessment of the impact on the agricultural holding and on the value of the land lost. The proposal involves the permanent loss of high quality arable agricultural land. It is also a loss of a source of local food production and economic benefit to the area.

Layout

The proposed layout is a revision in response to previous refusal of S/1969/15/OL, a material consideration in this application. The current layout does not overcome the issues:

1. The two indicative plans are inconsistent with one another and neither is to a defined scale so the scheme and annotated distances between properties are unreliable. For instance, the distance between Unit 9 and the nearest Lonsdale property appears significantly less than annotated and there is no indication of the distances between this development and Wheatsheaf Barn, which is at the proposed entrance to the site.
2. The distances are generally well below the minimum distances required in Design Guide section 6.67. Few meet the criteria for 15M to the boundary, and those with back-to back distances less than 25M include Plots 7,8,9,14,18, 33 and 34. This will not protect privacy and will not avoid overlooking of adjoining properties.
3. The distances do not take into account the topography and the substantial difference in level between the proposed houses and their existing neighbours. There is about one storey difference, so 2 storey houses at the southern edges would create overlooking comparable to a 3-storey building. But it is unclear what height parameters are being used, where the larger houses are on the site, and how they relate to the existing and proposed bungalows. This is a critical and necessary part of determining the impact of the outline application and should be provided. Cross sections through the site accurately showing the relationship of this indicative housing to the existing dwellings are critical.
4. The layout shows that the housing is significantly more cramped than neighbouring housing.
5. There is no provision for car parking on the southern part of the proposed site, so it conflicts with the Design Guide para 6.86. It would encourage widespread blockage of the road or pavements with parking and the indicated 'allotment parking' being used by occupants of the houses instead of allotment holders. A number of car parking spaces are shown encroaching over the 'strategic landscape buffer', so reinforce the conclusion that the proposed level of development cannot be accommodated within the site area provided.
6. The allotments have now reduced by 50% to 20 in number, so the application description is misleading. On the larger scale plan nearly half of these allotments are shown encroaching onto the 'strategic landscape buffer' and the existing hedge, so either the hedge screening or the allotments, or both, would be substandard. The number has been sequentially reduced to less than half the allotment need of the village and there is no clarity over the final numbers and over Parish Council ownership of these allotments. Direct village ownership is essential to ensure they stay allotments and are not lost to outside

development as the previous 3 allotments sites have been. As a result of the shortcomings of the allotment proposals, they do not comply with the basic requirements of the National Society of Allotment and Leisure Gardeners, nor with the requirements of Design Guide part 6.193.

The failure of many of the houses to comply with the specified back to back distances, the positioning of parking and allotments within the hedge zone, and the cramped nature of the layout indicates that there is not enough space for the 50 houses and the specified number of allotments. It therefore does not demonstrate sustainable and appropriate design and overcome the previous material design issues leading to refusal of S/1969/15/OL. The indicative scheme indicates that the development would be unneighbourly, and potentially overbearing.

Conservation Area

The developer fails to assess the impact of this application on the Conservation Area, which would be predominately also visible in the long views from the east. It therefore does not comply with policy 128 and Annexe 2 (Significance) of the NPPF. The interrelationship of landscape and Conservation Area is significant in preserving the character and setting of the village and its Conservation Area. There would be incremental harm in expanding development into the countryside in these prominent views. It would not comply with policies 132 & 134 of the NPPF.

Archaeology

The submission is incomplete and contradictory. It comprises two reports. One is an out-of-date main report dating from the previous scheme and the period of refusal to survey, and the other an Appendix document which dates from another period more recently. So, for instance, 1.2.4 of the Archaeological Statement states that it was impossible to gain access for trial trenching, when the Appendices contradict this.

The reports on the archaeological dig do not include the significance of the finds. There is no overall conclusion of sensitivity, significance, effect and impact. The Planning Statement interprets the finds to have been of little significance, but there is no evidential link between the Appendices and this conclusion.

The finds included significant evidence of Bronze Age barrows and burials, including a central crouched burial, and a Neolithic processional route or cursus, along with other remains that contribute to the understanding of the landscape and development of the area. They complement other significant discoveries of the period elsewhere on this side of the village, including more barrows that confirm the findings of Lord Braybrooke, a major early archaeologist, that this was an important group that reflected the nationally important barrows at Bartlow.

There is no clarity about what is proposed, how (and whether) the missing areas are to be recorded, and the extent of protection or total destruction, or whether (like the previous application) it will lead to the inadvertent future digging up of remains in gardens and allotments. As the impact cannot be assessed on the basis of the material provided, the application still fails NPPF 135, which requires that the effect of the proposal be taken into account having regard to the scale of any harm or loss and the significance of the heritage asset. It also fails policy CH2 of the Local Plan and it is material that this was a reason for previous refusal.

Local people also noted for the record that this archaeological dig did not appear to be carried out in conducive conditions, and that at least one point a group of large farm vehicles drove up to and onto the site in a stalemate position whilst they were carrying out the survey.

Flooding

Clarity is needed in order to properly assess it, but we disagree in principle with the statement that this proposal will not increase the flood risk elsewhere:

The site is on a sloping valley edge, with existing housing located lower on the slopes, directly below the application site, and further housing is located on the River Granta flood plains, and the village centre is downstream of that. There is a significant slope downwards at the lower edge of the site adjoining the existing housing.

The River Granta regularly floods the lower properties and historic village core. This includes the flooding of numerous businesses, shops and houses. The permanent loss of the existing permeable agricultural ground will reduce the ability of the upper fields to absorb rainwater runoff. The design concept, together with the central road, the amount of hard surfacing and built area of the proposal will exacerbate the ongoing problems of flooding of this highly important historic village centre and the homes and properties there.

The application site is subject to significant surface water flooding from the road and fields above. The surface water section (page 9) of the Flood Risk Assessment describes the surface water area of flooding on Map Figure 5-2 incorrectly. The darker Medium / High Risk area extends significantly northwards and westwards of the small plot of open land in the south west corner, so is actually within the areas allocated to housing and roadway. That plot is called 'land reserved' on one indicative layout but neither layout describes it as being set aside for flood relief or drainage. Likewise the report still states incorrectly that the flooding is mitigated by the position of allotments along the southern boundary, referring to a different layout than the application scheme. There are no allotments shown along the southern boundary between the proposed houses and existing houses.

The report applies the sequential test but uses a simplistic assessment which ignores all but the flooding in the south west corner and does not take into account the flooding at the entrance of the site and the flooding crossing the site, where development is proposed. It also does not consider alternatives using adjoining sites which have a lower probability of flooding.

It appears that the report is not based on a site based survey, nor on the most up-to-date EA flood information. One issue is that the reproduction of the surface water mapping used in this report is very poor, so any desk-based assessment is not very accurate. The updated EA mapping better reflects the extent of flooding as it reflects closer study and local evidence, which describes significant additional flood at the entrance and across the site, with boggy patches along much of the southern boundary, as well as discharge from this field flooding the properties below. The Flood Risk Assessment should be updated by site survey and reference to the updated EA Map.

The Statutory Consultee pre-application letters in Appendix D require the storage and soakaway systems to be no deeper than 2 metres. Three out of four of the percolation test positions failed every test, and the other became progressively worse, indicating that this 'sand' and 'chalk' are likely to be subtypes of the local heavy clay soil unsuitable for soakaway drainage. That has been confirmed during the recent archaeological trenching. The pre-application advice from the Statutory Consultee in Appendix D was that alternatives would have to be submitted, but they have not been. The recommendation of the report to investigate going deeper to chalk would breach the 2 metre depth safety limit, without evidence it would find the chalk, and that it would work without flooding the properties below.

The Flood Strategy in Appendix F shows a substantial reservoir in the south west corner, which is fundamental to the recommendation of the report and the principle of development on the site. It appears to be a substantial engineering water storage structure and is shown to be taking all flood water and much of the proposed surface water for the development, yet is not shown on the indicative plans. We are most concerned that this reservoir is located directly above an existing property (Beggars Roost), and that it was not openly indicated as part of the design scheme. There is no clarity about its future management and responsibility and no funding in the proposed S106 for its maintenance.

The report does not comply with the requirements in Appendix D for the Applicant to "demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding". The application should be updated to take into account the Drainage Study commissioned by the Parish Council and provide the necessary calculations and proposals, giving sufficient clarity so that local people and decision-makers know what is proposed, whether it is likely to be deliverable without pollution or flooding, and who will take responsibility for it.

Local Plan policy NE/9 specifies that Planning permission will not be granted where there is inadequate water supply, sewerage or land drainage systems (including water sources, water and sewage treatment works) available to meet the demands of the development unless there is an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of the necessary infrastructure. There is no funding in the S106 and no clarity in the application that there is a viable scheme, openly consulted on, with deliverable phasing and funding in place.

The application therefore fails to demonstrate that the development is safe in flood risk terms; and it is highly likely that it will increase flood risk on the site and elsewhere. It therefore fails Local Plan DPD policy DP/1 for sustainable development, which requires that flood risk be minimised. It also does not comply with the requirements of NE/9, NPPF 100-103 and Policies 4.3, 4.6, 4.8 and 5.1 of the emerging Cambridgeshire Flood and Water SPD.

Traffic and Highways

The website has no Traffic Assessment and Transport Statement, no scale details of the proposed road entrance and its visibility splays, and no mitigation demonstrated in this application. There is no evidence of an updated traffic survey and no clarity about how much of the species rich hedging would be removed to provide visibility splays.

The layout shows an entrance that is immediately opposite Wheatsheaf Barn, a property right on the road edge. This existing house would be located on the new substantial junction, without pavements. Its amenity and the safety of users of the existing access would be substantially and detrimentally affected by the proposals, yet there is no assessment of its sensitivity and of impact of the proposals, and the property is omitted from the larger scale indicative plan.

The proposed site access is on the outer curve of a narrow road within a 60 mph zone. This road is also part of the Safer Routes to School, used by children and the 'walking bus'. These are very sensitive receptions and very vulnerable to traffic risk. The road alignment means that it is unlikely that the entrance can achieve the necessary visibility. The position of the proposed entrance is narrowed further by parked cars along this stretch, and the proximity of the existing and proposed entrances makes it likely that access and egress cannot be achieved without harming the safety and amenity of the existing residents.

The proposal will lead to a significant increase in cars trying to access the A1307 at an accident hotspot and trying to find a safer route through the historic village core and High Street. There is no provision within this application for any Highways improvements or mitigations to try to overcome the safety, noise and amenity problems resulting from the scale and type of development.

NPPF 35 requires that developments be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, and the application site does not do that.

The SHLAA assessment concluded that the Highway Authority has severe concerns with regards to the accident record of the A1307 and how the scheme would access this road. There is nothing within the application that would demonstrate this can be mitigated, and in our view the issues about safety, amenity, congestion, parking and unsustainability would be exacerbated rather than mitigated by the proposals.

Schooling

The housing, together with the cumulative development at Bartlow Road, will exceed the number of spaces available at the three local schools, which are already full to capacity. This is confirmed by all three schools. During the previous consultation, Cambridgeshire County Council did not comply with the relevant Government Guidance directing calculations of capacity. This requires that the calculations should assess each school individually (not extrapolated from other schools), and should add the demand for places from inside the catchment area to the demand for places from outside the catchment area, in deciding what the actual total demand will be. It is likely that Linton would also require a new Infants' School as the existing has minimal capacity for expansion. A suitable site and proposals should be identified to ensure this is deliverable and suitable contributions should be provided to make this unacceptable impact on local school provision acceptable.

Housing need

As a minor Rural Centre, policy ST/5 of the Local Plan allows a maximum of 30 houses in any development. This application exceeds that development limit.

The report and advice from the previous Statutory Consultee does not appear to be based on specific village needs. Evidence such as census material gathered in carrying out the Neighbourhood Plan shows that Linton has a significantly higher proportions of older and younger occupants than the norm in the District and nationally, and that there is a similarly high proportion of residents living on their own. To satisfy the local housing need, developments should provide accessible easy maintained homes such as bungalows suitable for older residents, starter homes for younger residents, and 1-bedroom homes for starters and those who live alone. The mix proposed does not reflect this need and therefore does not comply with Local Plan Policy HG/1 and NPPF 50.

The proposed development does not suit local needs and does not include potential for employment within the village, so would probably attract incoming commuters, so not helping towards retaining a vital and thriving community

Conclusion

The scheme does not comply with the economic role of sustainability because it does not provide development of the right type in the right place and it does not identify and provide the necessary infrastructure.

The scheme does not fulfil the social role as it does not provide the type of housing necessary to meet the needs of present and future generations of local people, and it does not create a high quality built environment with appropriate design and scale for its context because the site is too cramped, and it does not provide development that reflects the community's needs with accessible local services.

The scheme does not provide environmental sustainability as it does not protect the natural, built and historic environment due to the destruction of the historic archaeological environment and a location and design that increases flood risk and does not preserve the specific natural environment characteristic of the area. The increase of traffic would add to the burden of noise and air pollution of people living along the A1307.

The very outline nature of this application ensures that there is no certainty that significant benefits or mitigation specific to this scheme would be provided.

The items identified as benefits in the conclusions of the Planning Statement do not seem to be at a level to outweigh the conflicts with policy and sustainability. Summarising the points above, this is because:

1. The house types and types of affordable homes proposed in the supporting Statement do not meet the locally identified housing needs and do not include starter homes.
2. The Allotments indicated on plan are fewer than described and are shown substandard. There are no permanent village ownership proposals so they do not comply with the basic criteria for village allotments (all issues previously raised under S/1969/15/OL).
3. There is only one landscape benefit described in any detail and it is not an enhancement.
4. Funding the Diocese for community work is not a planning policy consideration and there is no sound legal framework provided to ensure there is funding for items that have planning benefit in the public interest to offset harm.

In conclusion, in principle, development on the site would harm the character, setting and infrastructure of the existing village, and is contrary to the policies of the Local Plan and NPPF, and the overriding principles of the NPPF, as described above.

The impact of this application on Linton would be significant and damaging, due to the location, size, design and density of the proposed development.

On the basis of the current submission, the Parish Council agrees with the conclusions of the SHLAA that the site has no development potential. Building here will neither conserve nor enhance the amenity of the village's natural, built and historic environment and resources. It certainly would not "improve" the edge of Linton (as it is described in the application), compared to the open countryside we now have. It would detrimentally impact on the landscape, townscape, Conservation Area, above and below ground heritage and community facilities, and would exacerbate the traffic and infrastructure issues of the village and this part of the A1307.

Your consideration regarding this matter is much appreciated.

Kind Regards



Kathryn Wiseman

Parish Clerk

Linton Parish Council

The Village Hall

Coles Lane

Linton

Cambridge

CB21 4JS

Email: lintonpc@btconnect.com

Tel: 01223 891001

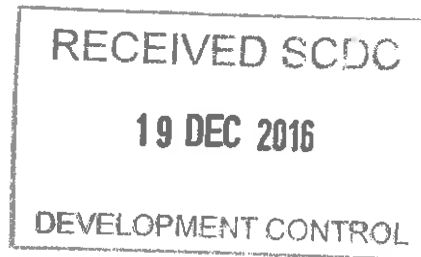
On behalf of Linton Parish Council

LINTON PARISH COUNCIL

Clerk: Ms Kathryn Wiseman, The Village Hall, Coles Lane, Linton, Cambridge. CB21 4JS.
Email: lintonpc@btconnect.com
Tel: 01223 891001
Chairman: Mr Paul Poulter.



Karen Pell-Coggins
Principle Planning Officer
Planning and new Communities
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA



RE: S/2553/16/OL- Horseheath Road, Linton

16th December 2016

Dear Karen,

Thank you for the extension of time to respond to the comments of CCC regarding s106 allocation and school places. Here is our initial response, although we are happy to elaborate further.

Thank you also for forwarding the guidance from Robert Lewis regarding the demand for school places, and the capacity for these within Linton.

We have recently had cumulative infill development, as well as outline approval for up to 55 houses at Bartlow Road (planning application s/1963/15/OL). Other development is also under consideration, as well as this application. The educational needs associated with the extra housing will exceed the number of spaces available for Linton pupils. However, Linton, being a minor Rural Centre, also takes pupils from outside Linton, within the wider catchment area.

As, according to the guidance in relation to the Annual School Capacity Survey (SCAP) return, more school places cannot be funded through s106 contributions, we ask for funding to improve and replace unsatisfactory school buildings.

Linton PC is aware that the three village schools are already at capacity, and reliant on Portakabins or other temporary buildings to accommodate the current numbers of pupils. This accommodation is now ageing and in poor condition, some with leaking roofs and decaying fabric.

Should these be lost due to their poor condition, there will be a capacity gap; there are only sufficient spaces for pupils if these rooms are included in calculations. So, we request s106 allocation from the developers to improve the quality of school buildings, in order to meet the required quantity of places. Temporary and poor quality buildings should be replaced with permanent or better quality buildings with proper facilities. Good quality classrooms would be expected in order to facilitate teaching and learning, as poor accommodation does adversely impact upon these.

Please bear in mind that LVC is a listed building, Linton Infant School is in our Special Conservation Area and cannot expand, Linton Heights School has space to expand and is currently reliant on leaking Portakabins for classroom and office space. Suitable levels of funding would be expected to prevent a capacity gap, suitable to their location and needs.

On these grounds, S106 contributions will be sought to improve the quality of our school buildings, as we appear unable to expect funding for the increased number of school places that we need.

Your consideration regarding this matter is much appreciated.

Kind Regards



Kathryn Wiseman

Parish Clerk

Linton Parish Council

The Village Hall

Coles Lane

Linton

Cambridge

CB21 4JS

Email: lintonpc@btconnect.com

Tel: 01223 891001

On behalf of Linton Parish Council

Heads of terms for the completion of a Section 106 agreement

| Linton – Horseheath Road (S/2553/16/OL) | |
|--|--|
| South Cambridgeshire District Council (Affordable Housing) | |
| Affordable housing percentage | 40% |
| Affordable housing tenure | 70% affordable rent and 30% Intermediate |
| Local connection criteria | First 8 to be subject to local connection criteria then 50/50 thereafter |

Section 106 payments summary:

| Item | Beneficiary | Estimated sum |
|---------------------------------|-------------|------------------|
| Libraries and lifelong learning | CCC | £5,265 |
| Transport | CCC | £30,000 |
| | | |
| Sports | SCDC | £55,000 |
| Indoor community space | SCDC | £25,000 |
| Household waste bins | SCDC | £3,675 |
| Monitoring | SCDC | £1,500 |
| | | |
| TOTAL | | £120,440 |
| TOTAL PER DWELLING | | £2,408.80 |

Section 106 infrastructure summary:

| Item | Beneficiary | Summary |
|-----------------|-------------|---|
| Allotments (20) | LPC | 20 allotments plots over a site area of around 0.4 ha with parking and services |
| | CCC | |
| | CCC | |

Planning condition infrastructure summary:

| Item | Beneficiary | Summary |
|----------------------------|-------------|---|
| Strategic landscape buffer | SCDC | An area 6m deep along the eastern and northern edge of the site to form a strategic landscape buffer |
| Footpath improvements | CCC | <p>Improve the footway provision between the site and the High Street including:</p> <p>Widening the footway in the vicinity of Lonsdale to 2m wide;</p> <p>Installing dropped crossings with tactile paving at the crossing over Horseheath Road near to Wheatsheaf Way;</p> |

| | | |
|-----------|-----|--|
| | | Installing dropped crossing with tactile paving at the crossings over Lonsdale and Wheatsheaf Way. |
| Transport | CCC | Install 10 cycle parking Sheffield stands at locations to be agreed with CCC and Linton Parish Council |
| Transport | CCC | Travel plan welcome pack |

CAMBRIDGESHIRE COUNTY COUNCIL

| | |
|-----------------|---|
| Ref | CCC1 |
| Type | Early years |
| Policy | DP/4 |
| Required | NO |
| Detail | According to County Council guidance the development is expected to generate a net increase of 15 early years aged children of which 7.5 are liable for contributions. In terms of early years' capacity, County education officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for early year's provision is required. |

| | |
|-----------------|---|
| Ref | CCC2 |
| Type | Primary School |
| Policy | DP/4 |
| Required | NO |
| Detail | According to County Council guidance the development is expected to generate a net increase of 17.5 primary school places. The catchment school is Linton Infant & Linton Heights Junior schools. In terms of primary school capacity, County education officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for primary education is required. |

| | |
|-----------------|---|
| Ref | CCC3 |
| Type | Secondary school |
| Policy | DP/4 |
| Required | YES |
| Detail | According to County Council guidance the development is expected to generate a net increase of 12.5 secondary school places. The catchment school is Linton Village College. County education officers have confirmed that there is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for secondary education is required. |

| | |
|-----------------------|---|
| Ref | CCC4 |
| Type | Libraries and lifelong learning |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>The proposed increase in population from this development (50 dwellings x 2.5 average household size = 125 new residents) will put pressure on the library and lifelong learning service in the village. Linton library already serves a population of nearly 5,000 including the villages of Linton, Hildersham and Horseheath.</p> <p>A contribution of £42.12 per increasing population for enhancement to the library in Linton, a total of £5,265 (125 new residents X £42.12).</p> <p>This contribution would be used towards the reorganisation of the layout of Linton Library including the remodelling of the existing library counter, to enable extra shelving units and appropriate resources (both Adult and Junior) to be installed in the library to serve the additional residents.</p> |
| Quantum | £5,265 |
| Fixed / Tariff | Fixed |
| Trigger | 50% of the contribution upon commencement of development 50% payable prior to occupation of 50% of dwellings |

| | |
|----------------------------------|---|
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None (although this will soon be 1 as the s106 for the Bartlow Road application is close to completion) |

| | |
|-----------------|--|
| Ref | CCC5 |
| Type | Strategic waste |
| Policy | RECAP WMDG |
| Required | NO |
| Detail | Thriplow HRC has pooled 5 contributions since 6 April 2010 |

| | |
|-----------------|----------------|
| Ref | CCC6 |
| Type | CCC monitoring |
| Policy | None |
| Required | NO |

| | |
|----------------------------------|--|
| Ref | CCC7 |
| Type | Transport |
| Policy | TR/3 |
| Required | YES |
| Detail | Contribution of £20,000 towards City Deal proposals for bus priority measures along the A1307 in Linton, principally to go towards a review and recalibration of the operation of the junction of the A1037 with Linton Village College Contribution of £10,000 towards City Deal proposals for reducing bus journey times along High Street Linton |
| Quantum | £30,000 |
| Fixed / Tariff | Fixed |
| Trigger | To be paid prior to the occupation of any dwelling |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None (although this will soon be 1 as the s106 for the Bartlow Road application is close to completion) |

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

| | |
|----------------------------------|--|
| Ref | SCDC1 |
| Type | Sport |
| Policy | SF/10 |
| Required | YES |
| Detail | <p>The recreation study of 2013 highlighted that Linton had a deficient level of sports space against South Cambs policies (i.e. the policy requires 7.22 hectares whereas the village only has 3.03 hectares). The study also said that there is a “need for an additional football pitch to meet local need and improved drainage at the existing facility. The cricket club also require an additional pitch to meet the demand for additional junior teams”. It also said the football pitches are prone to flooding.</p> <p>Linton Parish Council has therefore put forward projects that would be located on the recreation ground. These projects include:</p> <ul style="list-style-type: none"> • BMX/skate park • Climbing wall • Changing the bowling green for possible use as Multi Use Games Area, sports/football training area, tennis court, etc. • Trim Trail for adult exercise <p>The SPD also establishes the quantum of offsite financial contributions in the event that the full level of onsite open space is not being provided:</p> <p>1 bed: £625.73 2 bed: £817.17, 3 bed: £1,130.04 4+ bed: £1,550.31</p> |
| Quantum | £55,000 (est) |
| Fixed / Tariff | Tariff |
| Trigger | To be paid prior to the occupations of 50% of the dwellings (in each phase if more than one reserved matters application submitted) |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None (although this will soon be 1 as the s106 for the Bartlow Road application is close to completion) |

| | |
|-----------------|---|
| Ref | SCDC2 |
| Type | Children’s play space |
| Policy | SF/10 |
| Required | YES |
| Detail | <p>The Recreation and Open Space Study July 2013, forming part of the Local Plan submission, showed that Linton needed 3.61 ha Children’s Play Space whereas the village had 0.20, i.e. a deficit of 3.41 ha of Children’s Play Space.</p> <p>The developer will be required to provide a quantum of children’s play space in accordance with the table below (circa 900m2 in total but depending on the final housing mix).</p> <p>The developer will also be required to provide a locally equipped area for play (LEAP) in accordance with the open space in new</p> |

| | developments SPD. | | | | | | | | | | | | | | | |
|----------------------------------|---|---------------------|-------------------|---------------------|-------|-----|-----|-------|-----|-----|-------|-------|-------|--------|--------|--------|
| | <table border="1"> <thead> <tr> <th></th> <th>Formal play space</th> <th>Informal play space</th> </tr> </thead> <tbody> <tr> <td>1 bed</td> <td>Nil</td> <td>Nil</td> </tr> <tr> <td>2 bed</td> <td>7m2</td> <td>7m2</td> </tr> <tr> <td>3 bed</td> <td>9.7m2</td> <td>9.7m2</td> </tr> <tr> <td>4+ bed</td> <td>13.3m2</td> <td>13.3m2</td> </tr> </tbody> </table> | | Formal play space | Informal play space | 1 bed | Nil | Nil | 2 bed | 7m2 | 7m2 | 3 bed | 9.7m2 | 9.7m2 | 4+ bed | 13.3m2 | 13.3m2 |
| | Formal play space | Informal play space | | | | | | | | | | | | | | |
| 1 bed | Nil | Nil | | | | | | | | | | | | | | |
| 2 bed | 7m2 | 7m2 | | | | | | | | | | | | | | |
| 3 bed | 9.7m2 | 9.7m2 | | | | | | | | | | | | | | |
| 4+ bed | 13.3m2 | 13.3m2 | | | | | | | | | | | | | | |
| Quantum | | | | | | | | | | | | | | | | |
| Fixed / Tariff | | | | | | | | | | | | | | | | |
| Trigger | To be laid out and available for use prior to the occupation of 50% of the dwellings | | | | | | | | | | | | | | | |
| Officer agreed | YES | | | | | | | | | | | | | | | |
| Applicant agreed | YES | | | | | | | | | | | | | | | |
| Number Pooled obligations | NONE | | | | | | | | | | | | | | | |

| | |
|----------------------------------|---|
| Ref | SCDC3 |
| Type | Allotments |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>Linton does not currently have any allotments. Based on the emerging local plan the village would need 1.80 ha of allotment land.</p> <p>This application proposes 20 plots over an area of around 0.4 ha and which will include car parking and services.</p> <p>The allotment land is to be offered to Linton Parish Council on a 99 year lease.</p> |
| Quantum | |
| Fixed / Tariff | |
| Trigger | To be laid out and available for use prior to the occupation of 50% of the dwellings |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | NONE |

| | |
|-----------------|--|
| Ref | SCDC4 |
| Type | Offsite indoor community space |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>In accordance with Development Control Policy DP/4 infrastructure and new developments, all residential developments generate a need for the provision of, or improvement to, indoor community facilities. Where this impact is not mitigated through onsite provision a financial contribution towards offsite improvement works will be required.</p> <p>The Council undertook an external audit and needs assessment undertaken in 2009, in respect of all primary community facilities in each village. The purpose of this audit was threefold (i) to make a recommendation as to the indoor space requirements across the District (ii) to make a recommendation on the type of indoor space based on each settlement category and (iii) make a recommendation as to the level of developer contributions that should be sought to meet</p> |

| | |
|----------------------------------|--|
| | <p>both the quantity and quality space standard.</p> <p>Whilst not formally adopted as an SPD, this informal approach was considered and approved at the Planning and New Communities portfolio holder's meeting on 5th December 2009 and has been applied since.</p> <p>The community facilities audit of 2009 highlighted that Linton had a deficient level of indoor community space against South Cambs policies (i.e. the policy requires 111m² per 1000 people therefore Linton requires 488m² of space, whereas the village only has 160m²). The study also highlighted that a number of improvements should be made to Linton Village Hall.</p> <p>Linton Village Hall is run by a charity and is said to accommodate 170 seated, 200 standing. It holds entertainment licence but no alcohol licence, no public dances, disabled access and toilet, basic kitchen available but no food preparation allowed on the premises. Evening functions should end by 11.45pm (source Cambridgeshire.net website).</p> <p>As such Linton Village Hall is not considered to satisfy South Cambs indoor community facility standards from a quality perspective as well as quantity.</p> <p>If the application were to be approved then Linton Parish Council would look to either (i) fund several internal and external improvements to Linton Village Hall or (ii) build a multipurpose community centre with a focus aimed at young people and which will be available for hire by scouts, guides, brownies and other users.</p> <p>Likely projects to improve Linton Village Hall include:</p> <ul style="list-style-type: none"> • Renovate/modernise the kitchen (mainly dates from 1970s) • refurbish the ladies' and gents' toilets, • Redesign the foyer to create a modern look and feel • Re-model the front façade to make it more attractive. <p>The contribution required as per the indoor community space policy would be:</p> <p>1 bed - £284.08 2 bed - £371.00 3 bed - £513.04 4+ bed - £703.84</p> |
| Quantum | Circa £25,000 |
| Fixed / Tariff | Tariff |
| Trigger | To be paid prior to the occupations of 50% of the dwellings in each phase |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None (although this will soon be 1 as the s106 for the Bartlow Road application is close to completion) |
| Ref | SCDC5 |
| Type | Household waste receptacles |
| Policy | RECAP WMDG |
| Required | YES |
| Detail | £73.50 per house and £150 per flat |
| Quantum | See above |

| | |
|----------------------------------|--|
| Fixed / Tariff | Tariff |
| Trigger | Paid in full prior to commencement of each phase |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

| | |
|----------------------------------|---|
| Ref | SCDC6 |
| Type | S106 Monitoring |
| Policy | Portfolio holder approved policy |
| Required | YES |
| Detail | |
| Quantum | £1,500 |
| Fixed / Tariff | Fixed |
| Trigger | Paid in full prior to commencement of development |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

| | |
|----------------------------------|--|
| Ref | SCDC7 |
| Type | Onsite open space and play area maintenance |
| Policy | |
| Required | YES |
| Detail | <p>Paragraph 2.19 of the Open Space in New Developments SPD advises that 'for new developments, it is the developer's responsibility to ensure that the open space and facilities are available to the community in perpetuity and that satisfactory long-term levels of management and maintenance are guaranteed'. The Council therefore requires that the on-site provision for the informal open space and the future maintenance of these areas is secured through a S106 Agreement. Para 2.21 advises that 'if a developer, in consultation with the District Council and Parish Council, decides to transfer the site to a management company, the District Council will require appropriate conditions to ensure public access and appropriate arrangements in the event that the management company becomes insolvent (a developer guarantee)'.</p> <p>It is the Local Planning Authority's preference that the public open space is offered to the Parish Council for adoption, recognising that the Parish Council has the right to refuse any such offer.</p> <p>If the Parish Council is not minded to adopt onsite public open space the owner will be required to provide a developer guarantee of sufficient value to be a worthwhile guarantee. Furthermore with the details of the guarantee and guarantor would need to be submitted to and approved in writing by the Council prior to commencement of development. Should this not be forthcoming the planning obligation will also be required to include arrangements whereby the long term management responsibility of the open space areas and play areas passes to plot purchasers in the event of default.</p> |
| Quantum | |
| Fixed / Tariff | |
| Trigger | |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |



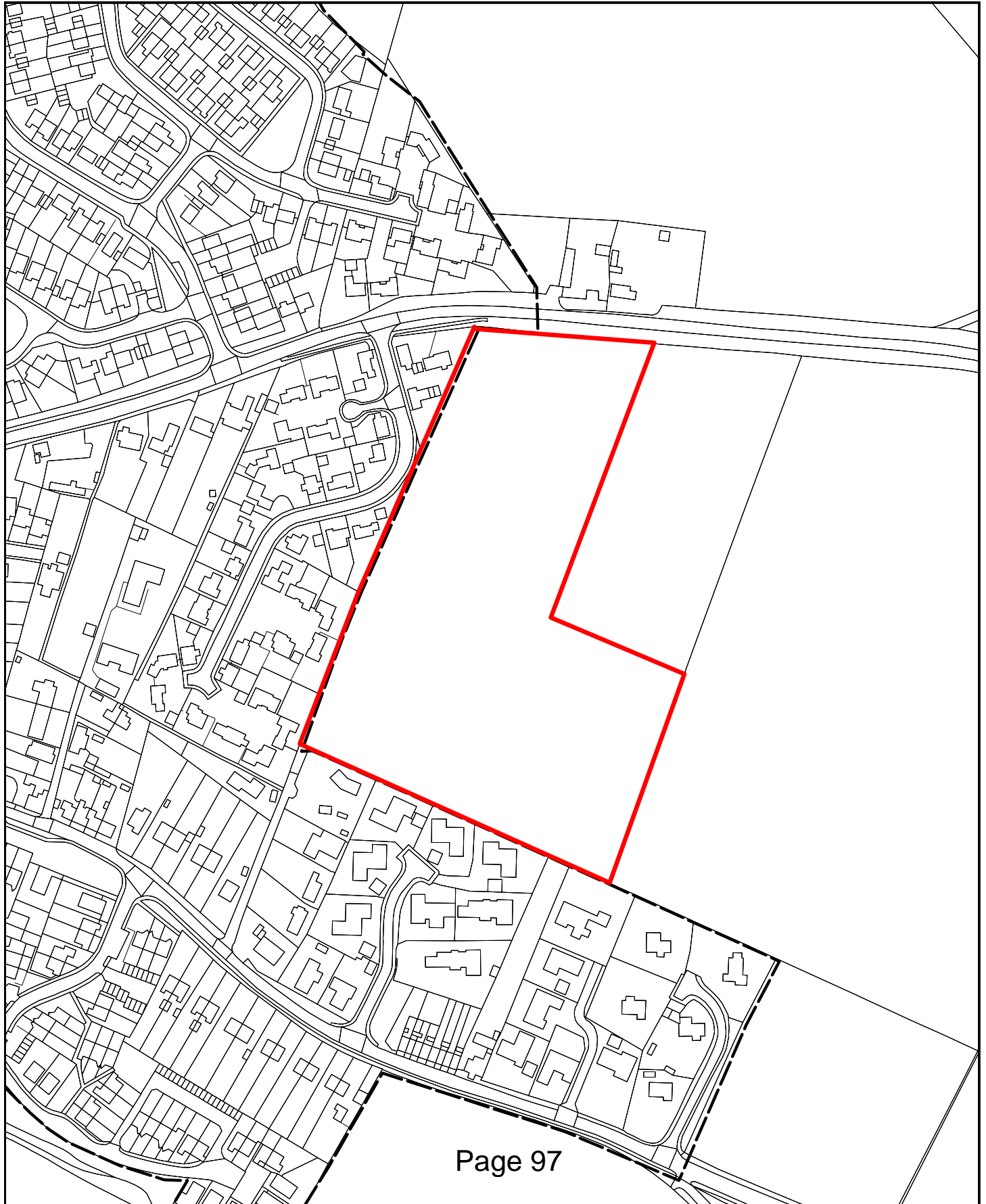
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Date of plot: 10/03/2017



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Cambridgeshire
District Council**

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Agenda Item 7

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

23 March 2017

AUTHOR/S: Planning and New Communities Director

| | |
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| Application Number: | S/1411/16/OL |
| Parish(es): | Cottenham |
| Proposal: | Outline application for the erection of up to 200 residential dwellings (including up to 40% affordable housing) and up to 70 apartments with care (C2), demolition of No. 117 Rampton Road, introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access points from Rampton Road and associated ancillary works. All matters reserved with the exception of the main site accesses. |
| Site address: | Land Off Rampton Road |
| Applicant(s): | Gladman Developments Limited |
| Recommendation: | Delegated Approval |
| Key material considerations: | Housing Land Supply Principle of Development Character and Appearance of the Area Density Housing Mix Affordable Housing Developer Contributions Design Considerations Trees and Landscaping Biodiversity Highway Safety and Sustainable Travel Flood Risk Neighbour Amenities Heritage Assets |
| Committee Site Visit: | No (Members visited the site on 31 January 2017) |
| Departure Application: | Yes |
| Presenting Officer: | Julie Ayre, Team Leader East |
| Application brought to Committee because: | The officer recommendation of approval conflicts with the recommendation of Cottenham Parish Council |
| Date by which decision due: | 31 March 2017 (Extension of Time agreed) |

Executive Summary

1. This application was deferred from the 01 March committee meeting due to the fact that the press and site notices advertising the development within the setting of a Listed Building did not expire until 22 March 2017. This period will have expired before the Committee meeting and at the date of writing this report (14 March 2017) there had been 2 additional neighbour responses since the 1 March 2017. A further consultation response has nonetheless been received from Cottenham Parish Council detailing further concerns. This process followed the submission of a Heritage Statement addressing Members' concerns over the particular impacts of the off-site highway works on the Charity Almshouses on Rampton Road, which are included in the List of Buildings of Special Architectural or Historic Interest as Grade II. Further, and following the receipt of a Heritage Statement from the applicant, additional consultations have taken place with the Cottenham Parish Council, neighbouring residents and the Councils Historic Buildings Officer. Any comments and observations arising are included within this Report.
2. The proposal, as amended, seeks permission for a residential development outside the Cottenham village framework and in the countryside. The development would not normally be considered acceptable in principle as a result of (i) its size and (ii) its out of village framework location. However, the District Council acknowledges at present it cannot currently demonstrate a five-year housing land supply and so our housing supply policies must be considered out of date. In light of a recent High Court decision, the Local Planning Authority must determine the appropriate weight to apply to out of date policies relevant to their planning function. The National Planning Policy Framework 2012 (NPPF) states that there is a presumption in favour of sustainable development, and as such policies that seek to guide development to the most sustainable locations have a clear planning function. Where relevant policies are out of date, the NPPF says that planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
3. In light of the lack of five-year housing land supply and having regard to recent local appeal decisions, the rural settlement policies are considered to continue to have significant weight in the determination of planning applications adjacent to or within close proximity to village frameworks. This will help ensure that development proposals outside and in close proximity to village frameworks have due regard to the availability of an appropriate level of services, facilities, employment and sustainable transport options.
4. The scale of the development proposed by this application exceeds that supported by Policy ST/5 of the adopted Core Strategy of the LDF in relation to Minor Rural Centres (maximum 30 dwellings). Taking account of the range and scale of services and facilities available in Cottenham, including convenient accessibility to public transport, and in the context of a lack of five-year supply, the departure to policy due to the scale of development proposed by this application and its location adjacent to the village framework is justified as it would not cause significant demonstrable harm. The previous reasons for refusal in relation to highway safety and harm to landscape character have been addressed. Through an amendment to the roundabout and significant additional landscaping being proposed within the scheme, together with a package of mitigation measures. The Council may grant permission for development in and adjacent to the larger villages. This is in the context of paragraph 14 of the NPPF and the test that permission should be granted unless there would be evidence of significant harm. This is consistent with local appeal decisions in this category of village since the lack of a five-year supply.

5. This application significantly differs from the early application S/1818/15/OL as it provides mitigation to address the concerns raised within this application. Discussions have been ongoing between the applicant and the Local Highway Authority in order to address the earlier reasons for refusal associated with highway safety and a package of mitigation works have been proposed and agreed between the parties, which involve works to the roundabout and will be subject to condition or a legal agreement. In addition considerable amount of work has been carried out to reduce the landscape harm, identified by the previous application. The applicant has sought to improve significantly the landscaping within the site by increasing the landscaping at the edges and re-arranging the proposed development to minimise the impact further on the wider landscape area. It has been concluded that the development would have some visual impact upon the landscape setting at the edge of the village. However, it is considered that the landscape impact is limited and can be successfully mitigated as part of the outline application by improved landscaping at the edges of the site and that this would be conditioned.
6. These limited adverse impacts must be weighed against the benefits of the positive contribution of up to 200 dwellings and 70 apartments with care towards the housing land supply in the District, based on the objectively assessed 19,500 dwellings target set out in the SHMA and the method of calculation and buffer identified by the Inspector, the provision of 40% affordable homes, developer contributions towards sport space, children's play space, community facilities in the village and improvements to traffic schemes in the village, employment during construction to benefit the local economy and greater use of local services and facilities to contribute to the local economy.
7. When weighing the benefits against the harm against the policies in the NPPF taken as a whole (which aim to boost significantly the supply of housing), the proposal is considered to meet the definition of sustainable development. In accordance with the guidance within paragraph 14 of the NPPF, planning permission should therefore be granted.

Planning History

Site

8. S/1818/15/OL - Outline application for the erection of up to 225 residential dwellings (including up to 40% affordable housing) and up to 70 apartments with care (C2), demolition of No. 117 Rampton Road, introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access points from Rampton Road and associated ancillary works. All matters reserved with the exception of the main site accesses - Refused on the grounds of highway safety and landscaping character harm (Appeal Submitted)
S/1816/15/E1 - Screening Opinion - EIA Not Required

Adjacent Sites

9. S/2876/16/OL - Outline Planning Application for residential development comprising 154 dwellings including matters of access with all other matters reserved at Land North East of Rampton Road - Pending Decision
S/1606/16/OL - Outline planning permission for the erection of up to 126 dwellings, formation of a new vehicular & pedestrian access onto Oakington Road and associated infrastructure and works (All matters reserved apart from access) at Land at Oakington Road- Pending Decision

S/1952/15/OL - Outline application for the demolition of existing barn and construction of up to 50 dwellings with all matters reserved except for access at Land at Oakington Road - Approved

National Guidance

10. National Planning Policy Framework 2012
National Planning Practice Guidance
11. **Development Plan Policies**
The extent to which any of the following policies are out of date and the weight to be attached to them is addressed later in the report.
12. **South Cambridgeshire Local Development Framework Core Strategy DPD 2007**
ST/2 Housing Provision
ST/5 Minor Rural Centres
13. **South Cambridgeshire Local Development Framework Development Control Policies DPD 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
NE/4 Landscape Character Areas
CH/2 Archaeological Sites
CH/4 Listed Buildings
NE/3 Renewable Energy Technologies in New Development
NE/4 Landscape Character Area
NE/6 Biodiversity
NE/11 Flood Risk
NE/12 Water Conservation
NE/17 Protecting High Quality Agricultural Land
SF/10 Outdoor Playspace, Informal Open Space, and New Developments
SF/11 Open Space Standards
TR/1 Planning For More Sustainable Travel
TR/2 Car and Cycle Parking Standards
TR/3 Mitigating Travel Impact
14. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Open Space in New Developments SPD - Adopted January 2009
Biodiversity SPD - Adopted July 2009
Trees & Development Sites SPD - Adopted January 2009
Landscape in New Developments SPD - Adopted March 2010
Affordable Housing SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010
Listed Buildings SPD – Adopted July 2009
15. **South Cambridgeshire Local Plan Submission - March 2014**
S/3 Presumption in Favour of Sustainable Development

S/5 Provision of New Jobs and Homes
 S/7 Development Frameworks
 S/8 Rural Centres
 HQ/1 Design Principles
 H/7 Housing Density
 H/8 Housing Mix
 H/9 Affordable Housing
 NH/2 Protecting and Enhancing Landscape Character
 NH/3 Protecting Agricultural Land
 NH/4 Biodiversity
 NH/14 Heritage Assets
 CC/3 Renewable and Low Carbon Energy in New Developments
 CC/4 Sustainable Design and Construction
 CC/9 Managing Flood Risk
 SC/6 Indoor Community Facilities
 SC/7 Outdoor Playspace, Informal Open Space, and New Developments
 SC/8 Open Space Standards
 SC/12 Contaminated Land
 TI/2 Planning for Sustainable Travel
 TI/3 Parking Provision
 TI/8 Infrastructure and New Developments

Consultation

16. **Cottenham Parish Council** – Commented on the original proposal as follows: -

“Strongly recommends refusal of the proposal. Cottenham is classified ST/5 in the adopted Local Plan- as a minor rural centre is incapable of sustaining a development of this scale. The adverse impacts of this development, particularly the flood risk NPPF 100-103, impact on landscape and traffic increase NPPF 39 and loss of agricultural land NPPF 112 significantly outweigh the benefits of up to 200 homes (40% affordable) and 70 care places and represent grounds for refusal according to NPPF 14. In particular, rather than ‘improving’ as per NPPF 9, it will have a significant negative effect upon the Cottenham community.” Please see Appendix 1 to this report for full comments.
17. Cottenham Parish Council submitted further comments on the Transport Assessment/Travel plan and Heritage Impact Statement on the 10 March 2017. Their comments are as follows:-
18. “ the transport assessment still attempts to under-estimate predicted traffic flows by citing TRICS data from a suburb of Liverpool that is well served by public transport, and not in any way comparable to Cottenham”. Contrary to NPPF4, the proposal does not give people a real choice and was likely to increase demand for home deliveries, using a car or possibly, for shorter journeys, cycling – contrary to SCDC’s core strategy and Development Control Policy T1/2. Contrary to multiple assertions the Applicant is not negotiating a pedestrian/cycle link, this should be discounted as it is not deliverable.
19. In relation to the Heritage Statement the Parish comments that the assessment does not describe adequately (as required by NPPF128) but rather downplays the significance of the heritage asset, including any contribution made by its setting, effect on views to and from the building and the potential economic and social impact of the enlarged roundabout on the social and viability of the Almshouses. Policy CH/4

requires that permission will not be granted for an application that adversely affects the wider setting of a listed building. There is no evidence that the English Heritage Methodology for assessing setting and social and economic impact has been used. The most recent Building Survey Report prepared by 'Hugo Prime' is that damage is being caused to the brickwork by frost and acidic water being splashed up by passing vehicles. The rain water gullies require augmentation if traffic is increased otherwise the impact of acidic water will increase.

20. The parish also highlight that SCDC has not adequately complied with its duty under Section 67 of the Planning (Listed Building & Conservation Areas) Act 1990 or the Town and Country Planning (Development Management Procedure Act) (England) Order 2015 (As Amended) to publicise this planning application and whilst it is followed in principal, it should have been published in a long –established local newspaper – the Cambridge News – or on Public-Notice.co.uk full copy of the Parishes additional response is contained in Appendix 1iv dated 10 March 2017.
21. **Urban Design Officer** – Comments that the indicative layout has been amended to incorporate a wider green corridor through the centre of the development, and to provide a 30m wide tree belt along the south/west boundary. This will address the previous reason for refusal for this site relating to the harm to landscape character, by screening the development over time and fragmenting the appearance of the development in long distance views from Rampton Road, through pockets of trees breaking up the roofscape. This would be more effective than an artificial looking block of planting. The amount of development footprint has not been reduced, the developable area has simply been extended west to compensate for the additional landscaped area, and it is proposed that the row of existing housing along Rampton Road is now continued. Whilst an illustrative plan remains unconvincing due to design issues, it is accepted that this is an outline application therefore establishing only the principal. However, this is an application for upto 200 dwelling and further work will be required at the 'reserved matters' stage to prove that the number of units proposed can be accommodated successfully on this site without compromising the design quality of the development, and the relationship to, and setting of, Cottenham village.
22. The officer has further commented that the concerns raised could be mitigated through good design, reduced density at the edge of the development and a good landscaping strategy. Any potential for harm caused would also need to be balanced against the need for housing and policy HG/1 in the Development Control Policies DPD which seeks average net densities of at least 40 dph in more sustainable locations. Suggests a condition requiring a Design Code to be submitted and agreed prior to the submission of the reserved matters application, which contains parameter plans for density and heights.
23. **Trees and Landscapes Officer** – Comments that the aboricultural report submitted with the application is comprehensive and makes reasonable recommendations in relation to the development. Has no objections and considers that the development could enhance biodiversity and tree cover on the site. Recommends a condition in relation to a tree protection plan and strategy together with its implementation prior to the commencement of the development and any site preparation and delivery of materials.
24. **Landscape Consultant** – Comments that the proposals would be less harmful in landscape and visual terms than the previously refused application. Inevitably, the proposal would still result in some harm to the rural open landscape character and setting of the village. The effects upon the Rampton Road frontage would be

increased by development extending further north than the existing development. The landscape structure as indicated on the amended development framework plan could, if appropriately managed in the long term, provide some mitigation and reduce the level of landscape and visual harm albeit the landscape character and appearance of this part of the settlement would be markedly altered. Requires conditions in relation to an amended parameter plan with full landscape details, detailed existing and proposed level and contour information of any landform changes. Also requests the Section 106 legal agreement to secure advance planting on the north western and south western boundaries and a landscape and ecological management plan for all areas of land outside private gardens.

25. **Ecology Officer** – Has no objections and comments that the application is broadly acceptable in terms of impacts upon on site ecology but conditions are required in relation to an updated protected species mitigation strategy for badgers, barn owls and bats, an ecological enhancement scheme and artificial lighting scheme.
26. **Conservation/Listed Building Officer** – Comments that the site is outside the Conservation Area and the development would have a minimal impact upon its character and appearance. There are a few listed buildings in close proximity and the layout and design will need to consider views of the Church spire (Grade I listed). The Heritage Statement accompanying the application provides an assessment of the Almshouses and the impact of the proposed roundabout works on their setting and significance. It is concluded that the works will not alter the ‘roadside junction’ character of the setting of the listed building and will therefore have a neutral impact on their significance. The proposal will retain the existing footpath and a strip of the later 20th century grass verge. The road will be brought closer to the Almshouses than at present. An ‘island’, potentially with a bollard, will be introduced directly in front of the listed building. The Heritage Statement additionally suggests that ‘*opportunities to improve the sight lines towards the Alms-houses from the road exist in the potential consolidation of existing signage*’.
27. In principle, the proposed works are acceptable. The works principally affect the road layout dating to the later 20th century. They will have a neutral impact on the setting and significance of the listed building. However, there appear to be a number of items to be agreed at the detailed design stage which could affect the setting of the listed building, negatively or positively. There may be an opportunity to improve sight lines. On the other hand, the introduction of additional signage and furniture such as bollards would cause a low level of less than substantial harm, cluttering the immediate setting and views of the building. This should be avoided if possible, however if unavoidable it is likely to be outweighed by the public benefits of the improvement works under NPPF paragraph 134.
28. In addition a further response has been received from the Listed Building Officer, commenting on the observation raised by the Cottenham Parish Council’s letter of the 10 March 2017 and comments as follows:
29. The Almshouses bear the dated 1853; they are two storey in two asymmetrical wings either side of a taller two storey crenelated block. The alignment of the façade ‘curves’ following the line of the road at the time of construction. This doesn’t appear to have changed until the later half of the 20th century a number of semi-detached homes were constructed around the junction with Rampton/Oakington Road. By 1975 the junction with Oakington Road had been narrowed through the introduction of roughly triangular greens, including outside the Almshouses. Despite this the Almshouses are considered a significant local landmark of high aesthetic value.

30. In answer to the Cottenham Parish Council concerns regarding: A – Lack of adequate assessment – The Heritage Statement as submitted includes the list description, an assessment of the Almshouses and their setting and an assessment of the impact of the works to the roundabout on the listed building. It is sufficient to understand the potential impact of the proposal on their significance. English Heritage have a Good Practice Advice in Planning Note 3 which sets out guidance for the essential steps to completing an assessment but not a methodology. The Good Practice Guide has been followed. B – Concerns of Impact on the fabric – which relate to the vibration from traffic, and the impact of standing water being splashed against the building. The impact of water is an on-going concern but the level of harm is considered to be less than substantial and could be mitigated through a condition. C. Impact on the setting of the listed building- the works principally affect the road layout dating to the later 20th century cutting back the ‘green’ but retaining the footpath. The works will have a neutral impact on the significance of the listed building.
31. **Environmental Health Officer** – Has no objections in principle subject to conditions in relation to construction noise/vibration and dust, noise mitigation and insulation scheme for the dwellings from traffic on Rampton Road; noise barrier for dwellings alongside the access roads, plant and equipment for care home and noise insulation, restriction of hours for commercial deliveries and collection for care home, odour control for extraction equipment for care home, artificial lighting scheme and waste management and minimisation strategy
32. **Contaminated Land Officer** – Comments that the submitted report makes recommendations for further investigation although it is also agreed that the site appears low risk in terms of potential contamination. Requires a condition to be attached to any consent for the detailed investigation of contamination.
33. **Affordable Housing Officer** – Comments that all developments that increase the net number of dwellings on a site by 3 or more need to provide 40% affordable housing suitable to address local housing needs. This proposed scheme is for up to 200 dwellings, therefore up to 80 would need to be affordable. The tenure mix for affordable housing in South Cambridgeshire District is 70% affordable rented and 30% intermediate housing. As at May 2016 there were a total of 1689 applicants registered on the housing register for South Cambridgeshire and 855 help to buy applicants. There are 70 people in need in Cottenham with a local connection. In Major Developments, Rural Centres and Minor Rural Centres the type (house, flat, bungalow) and size (bedrooms) of affordable housing will be based on the need across the district as a whole. However with 5 Year Land Supply sites such as this, there is also a requirement to address local housing need. As a starting point for discussions on the requirement for a local connection criteria on 5 year land supply sites, the first 8 affordable homes on each 5 year land supply site will be occupied by those with a local connection, the occupation of any additional affordable homes thereafter will be split 50/50 between local connection and on a Districtwide basis. If there are no households in the local community in housing need at the stage of letting or selling a property and a local connection applies, it will be made available to other households in need on a cascade basis looking next at adjoining parishes and then to need in the wider district in accordance with the normal lettings policy for affordable housing. The number of homes identified for local people within a scheme will always remain for those with a local connection when properties become available to re-let. In all cases the internal floor areas for the affordable housing should be required to meet the Nationally Described Space Standardsⁱ to ensure they meet the space standards required by a Registered Provider. Across the district there is a requirement for 5% of all affordable housing to be lifetime homes.

34. **Section 106 Officer** – Requires contributions in relation to formal sports space, formal children’s playspace, indoor community space, community transport, burial ground, waste receptacles and monitoring. Formal and informal children’s play space and informal open space would be provided on site.
35. **Local Highways Authority** – Has no objections to the scheme as amended and comments that drawing numbers 1434/19 Revision B and 1434/20 Revision B are acceptable.
36. **Cambridgeshire County Council Transport Assessment Team** – Has no objections to the scheme as amended subject to conditions in relation to the submission of a travel plan for each use on the site; improvements to the roundabout at the junction of Rampton Road and Oakington Road; improvements to the pedestrian and cycle facilities on Rampton Road between the development site and south of Oakington Road; the installation of a bus shelter to the bus stop on Lambs Lane, the widening of the footway on the east side of the B1049 within the 30 miles per hour zone between the junctions of the B1049 with Dunstal Field and Appletree Close to enable shared use walking and cycling; the provision of a crossing facility (toucan) on Rampton Road; and the installation of cycle parking on Cottenham High Street at locations to be agreed with the Parish Council.
37. The development also requires a Section 106 agreement to secure a contribution of £27,000 to the County Council towards the installation of Real Time Passenger Information at the bus stop on Lambs Lane, a contribution of £7,000 to the Parish Council towards the maintenance of the bus stop on Lambs Lane, a contribution of £38,661.70 to the Parish Council towards the maintenance of the crossing facility on Rampton Road, a contribution of £9,620 to the County Council towards the local highway improvement scheme at The Green in Histon and a contribution of £6,000 to the County Council towards a local highway improvement scheme at the junction of water lane and Oakington Road junction in Oakington.
38. **Cambridgeshire County Council Historic Environment Team** – Comments as amended that previous advice required the need to secure an area at the south east corner of the site for the sustained preservation in situ of significant below ground archaeological remains. This zone was identified from a trench based evaluation in which Iron Age enclosures, field boundaries, evidence for buildings with purported placed deposits in the perimeter ditch of one, watering holes and quarries, and Roman and Saxon settlement evidence features were found. Archaeological evidence was either of negligible significance or absent over much of the application area, providing a strong contrast to this area of multi-period occupation evidence. The inclusion of the archaeological preservation zone into the scheme showing its use as public open space free from tree plantings and structures is welcomed. This arrangement should be secured by a management plan condition. The remaining part of the archaeological area should be subject to a condition for a programme of archaeological investigation. Requires the Archaeological Protection Area to be incorporated into the Heads of Terms of any S106 Legal Agreement that is drawn up for the development to ensure that any future, post-occupation plans to attempt development on this plot are informed by the restriction imposed under this planning application, to enable the remains to be protected in perpetuity.
39. **Cambridgeshire County Council Flood and Water Team** – Has no objections as amended and comments that the updated Flood Risk assessment now acknowledges that infiltration may be possible across parts of the site that SUDS should be used across the site and details of the greenfield run-off rate for the developable area have

been provided. Requires conditions in relation to a surface water drainage strategy based upon the principles of the Flood Risk Assessment dated August 2016 by Enzygo (ref. SHF.1132.024.HY.R.001.G) and maintenance arrangements for the surface water drainage system.

40. **Environment Agency** – Has no objections in principle subject to conditions in relation to contaminated land and groundwater; and pollution control. Also requests informatives with regards to surface water drainage and foul water drainage.
41. **Old West Level Internal Drainage Board** – Comments that the Flood Risk Assessment states that surface water will be balanced on site and discharged into the Boards main catchment drain. The assessment recognises that the discharge rate will need to be limited to the greenfield run off rate of 1.1 litre/second/hectare and that surface water will be balanced on site. The Board raise no objections in principle with this strategy but wish to see the detailed design.
42. **Anglian Water** – (Waste Water Treatment) The foul drainage is in the catchment of Cambridge Water Recycling Centre which has available capacity. (Foul Sewerage Network) Request a condition covering the drainage strategy to ensure no unacceptable risk of flooding downstream. (Surface Water Disposal) The proposed methods of surface water disposal do not relate to Anglia Water operated assets.
43. **Cambridgeshire County Council Waste Team** – Comments that the development lies within the Cambridge and Northstowe Household Recycling Centre catchment area. There is insufficient capacity to accommodate the development. However, an extension is planned that has already pooled five developer contributions. No further contributions are therefore considered necessary. Conditions should be attached to any consent in relation to a Construction Environmental Management Plan and a Detailed Waste Management and Minimisation Plan.
44. **Cambridgeshire County Council Education Team** – Comments that there is insufficient early year's provision and primary school provision in the village to accommodate the development and contributions are therefore sought to mitigate the impact. A scheme for expansion of the existing primary school through a full form of entry is has been put forward. The cost would need to be apportioned to the cumulative developments in the village. There is adequate secondary school provision.
45. **Cambridgeshire County Council Libraries Team** – Comments that the development and other developments in the area would require contributions of £30,010 towards a scheme to increase the capacity of the existing library. This would be achieved through the removal of internal walls and decreasing the size of the workroom/ staffroom to create an enlarged library area.
46. **NHS England** – Comments that the proposed development is likely to have an impact on the services of 2 main GP practices and a branch surgery operating within the vicinity of the application site. The GP practices do not have capacity for the additional growth resulting from this development. The development could generate approximately 585 residents and subsequently increase demand upon existing constrained services. It would have an impact on primary healthcare provision in the area and therefore must provide appropriate levels of mitigation. In this instance, the development would give rise to a need for improvements to capacity by way of extension, refurbishment, reconfiguration or relocation at Cottenham Surgery; a proportion of the cost of which would need to be met by the developer. A developer contribution will be required to mitigate the impacts of this proposal. The calculated

level of contribution required is £80,220. This sum should be secured through a planning obligation linked to any grant of planning permission.

47. **Cambridgeshire Fire and Rescue Service** – Requires adequate provision for fire hydrants through a condition of any consent.
48. **Crime Prevention Design Officer** – Comments that the layout of the development at reserved matters stage should be built to the principles of ‘Secured by Design 2016’.
49. **Campaign for the Protection of Rural England** – Objects to the application and comments that a proposal of this size should come forward as part of the Local Plan review. The site was rejected at the Issues and Options stage of the emerging Local Plan. A development of 50 dwellings at Cottenham has recently been approved that would contribute to any perceived housing need in Cottenham. The impact upon infrastructure particularly schools should be considered.
50. **Cambridgeshire County Council Rights of Way Team** – Comments that there are no public rights of way across the site. States that it is imperative that the long term strategy for multi-user routes across all developments in Cottenham demonstrates how it would ensure good permeability throughout the village, to the surrounding villages and to the countryside.
51. **Cottenham Village Design Group** – Objects to the application on the grounds that the site is not sustainable as it conflicts with some of the guidelines in the Cottenham Village Design Statement. It also comments on the community aspect of the application, stating that existing facilities are struggling with capacity including the schools and health care. From an economic aspect the site is remote so leads to most journeys being predominantly by car and as the village has limited parking, residents with travel to businesses outside Cottenham. In respect of landscaping of the site the development will project significantly into the countryside. In addition its open and exposed ridge-site means that it has the potential to have a disproportionately adverse impact on the views into and around the village, urbanising the character of the landscape. A development should be well integrated into a settlement to ensure that its residents are able to access core services, We believe this development scores poorly in this regard.
52. The historic nature of Cottenham is linear with ribbon development - This development is a significant distance from services in the village core (15-20mins walk) and 10 mins is considered the optimal. Much of the walk would be hazardous due to the condition and width of the pedestrian footways. The elderly would be particularly isolated. We note that there is a provision for a pedestrian link from the eastern corner of the site to Rampton Road, such links would be essential. However, it is unclear if the developers have control of the land in order to bring forward the link. The open space on site is encouraging but this is of limited benefit to the village due to its location. We would be keen to see a pedestrian and cycle access through to Oakington Road and linking to other developments.
53. In relation to highways Cottenham is a rural community not located near any major roads and with poor public transport and cycle links compared to other villages in the area resulting in a higher proportion of residents driving to work. The included Travel Plan mentions visibility splays at proposed junctions but fails to deal with the other issues associated with the settlement such as very busy, narrow and uneven roads and pavements. This site has limited accessibility for users and is on the upper limit of what would be acceptable for walking journeys for a reasonably fit person but would be too far for any one with mobility issues. In addition Cottenham has poor public

transport links, the Citi8 service to Cambridge is relatively frequent at 20 mins, however, this bus is very slow taking a circuitous route, and during rush hour arrival times are significantly different to the published ones. Cyclist also share the road with vehicles and the roadway varies in width. The Guided Bus stop is 3.5km from the site and there is no effective drop-off/pick up facilities.

Representations

54. Approximately 35 letters of objection have been received from local residents that raise the following concerns: -
- i) Insufficient infrastructure to cope with the development i.e. roads, schools, doctors surgeries.
 - ii) Increase in traffic on an already busy road would result in highway safety issues for vehicles, pedestrians and cyclists and pollution.
 - iii) Location of primary access near bend in the road.
 - iv) Impact upon rural views of the village from Rampton Road and not in keeping with character of the village.
 - v) Distance from centre of village services and facilities and bus service to city takes a long time.
 - vi) Loss of high quality agricultural land and greenfield site.
 - vii) Flood risk and foul water drainage.
 - viii) Potential impact upon wildlife.
 - ix) The affordability of dwellings.
 - x) Impact upon setting of Tower Mill listed building.
 - xi) Amenity of Rampton Road dwellings – noise from access and privacy.
 - xii) Footpath link a vehicular access and not under the ownership of the applicant.
 - xiii) Traffic impact upon other villages.
 - xiv) Area being overdeveloped.
 - xv) Impact of the development on the Alms houses in relation to water from construction traffic
 - xvi) Impact on road safety in relation to existing accesses.
 - xvii) hazardous for elderly residents – as the footway/cycleway is constructed directly outside there homes.

Following further consultation 19 additional letters were received raising the following concerns:

- i) No visible benefit from the development for the community of Cottenham due to the distance of the site from the village
- ii) The additional 800 people will be a drain on services
- iii) There would be 500 additional cars associated with this development
- iv) The roundabout has a negative impact on the area and impacts on the historic views of the Almshouse
- v) Not sufficient evidence to assess the structural impact of the road works on the listed buildings
- vi) The impact of the larger roundabout and increased traffic flow on pedestrian safety has not been adequately assessed.
- vi) Elderly residents will suffer noise and fumes from the additional vehicles in the village
- vii) Acknowledges the need for housing but better traffic management is need and a full consideration to the historic building.
- viii) Cottenham has 4 Care homes already who struggle for staff the provision of another will increase traffic.
- ix) The Almshouse have no foundations, therefore the road is bound to do damage to the structure of the buildings.

- x) Road safety problem as people already reverse onto the roundabout from driveways, this must be an issue of highway safety.
 - xi) Gladmans plan is poor as there is no effective public transport
 - xi) Surface water issues due to the Northstowe development and there is a risk of flooding for Cottenham residents
 - xii) There will be an increase in air pollution.
55. Two letters of support has been received from a local resident that comments that the development would provide much needed housing but 40% needs to be affordable.

Site and Surroundings

56. The site is located outside the Cottenham village framework and in the countryside. It is situated to the south west of the village and comprises a large arable field that measures approximately 14 hectares in area and a single dwelling (No. 117 Rampton Road). The land rises from the north west to the centre of the site and falls away to the south east. A ribbon of residential development lies along Rampton Road to the east. Open agricultural land lies to the south. Sporadic landscaping forms the north western boundary. No public footpaths lie within the vicinity of the site. The nearest listed building are the Water Tower on Lambs Lane and the Almshouses at the junction of Rampton Road and Oakington Road. The site is not in the conservation area. The site is situated within flood zone 1 (low risk).

Proposal

57. The proposal as amended seeks outline planning permission for a residential development of up to 200 residential dwellings and up to 70 apartments with care (C2) following demolition of the existing dwelling at No. 117 Rampton Road. Access forms part of the application with all other matters reserved for later approval.
58. There would be two access points to the site from Rampton Road. The primary access would be beyond the existing ribbon development and the secondary access would be within the ribbon development at No. 117 Rampton Road. The development would include 40% affordable housing, public open space and children's playspace, surface water flood mitigation and attenuation and structural planting and landscaping.

Planning Assessment

59. The key issues to consider in the determination of this application relate to housing land supply, the principle of the development in the countryside, housing density, housing mix, affordable housing, developer contributions and the impacts of the development upon the character and appearance of the area, heritage assets, flood risk, highway safety, neighbour amenity, biodiversity, trees and landscaping.

Principle of Development

60. Cottenham is identified as a Minor Rural Centre under Policy ST/5 of the adopted LDF where there is a good range of services and facilities and residential developments of up to 30 dwellings are supported in village frameworks in policy terms. The erection of up to 200 dwellings and 70 care apartments would be of a scale not normally allowed in such locations and therefore under normal circumstances would be considered unacceptable in principle. Considerable weight can be attached to this Policy given that it performs a material planning objective. Considerable weight can be attached to this policy given that it performs a material planning objective. However, this needs to be considered in the context of the lack of housing land supply.

61. However, this objective has to be considered in light of the 'out of date' status, resulting from the lack of a five year supply of housing land in the District. By proposing 200 dwellings, the scheme would significantly exceed the indicative maximum of 8 on a greenfield site. The principal consideration is that the NPPF requires development to be assessed against the definition of sustainable development. Specifically in relation to the size of development in or on the edge of Group Villages, the Inspector in the recent Over appeal decision (18 January 2017) stated that '...the strict application of the existing settlement hierarchy and blanket restriction on development outside those areas would significantly restrain housing delivery.....this would frustrate the aim of boosting the supply of housing.'

Housing Land Supply

62. The National Planning Policy Framework (2012) (NPPF) requires councils to boost significantly the supply of housing and to identify and maintain a five-year housing land supply with an additional buffer as set out in paragraph 47.
63. The Council accepts that it cannot currently demonstrate a five year housing land supply in the district as required by the NPPF, having a 3.7 year supply using the methodology identified by the Inspector in the Waterbeach appeals in 2014 and a 3.7 year supply based upon the 2016 Annual Monitoring Report (AMR). This shortfall is based on an objectively assessed housing need of 19,500 homes for the period 2011 to 2031 (as identified in the Strategic Housing Market Assessment 2013 and updated by the latest update undertaken for the Council in November 2016 as part of the evidence responding to the Local Plan Inspectors' preliminary conclusions) and the latest assessment of housing delivery (in the housing trajectory November 2016). In these circumstances any adopted or emerging policy which can be considered to restrict the supply of housing land is considered 'out of date' in respect of paragraph 49 of the NPPF.
64. Further guidance as to which policies should be considered as 'relevant policies for the supply of housing' emerged from a recent Court of Appeal decision (Richborough v Cheshire East and Suffolk Coastal DC v Hopkins Homes). The Court defined 'relevant policies for the supply of housing' widely as so not to be restricted 'merely to policies in the Development Plan that provide positively for the delivery of new housing in terms of numbers and distribution or the allocation of sites,' but also to include, 'plan policies whose effect is to influence the supply of housing by restricting the locations where new housing may be developed.' Therefore all policies which have the potential to restrict or affect housing supply may be considered out of date in respect of the NPPF. However the Court of Appeal has confirmed that even where policies are considered 'out of date' for the purposes of NPPF paragraph 49, a decision maker is required to consider what (if any) weight should be attached to such relevant policies.
65. In the case of this application, policies which must be considered as potentially influencing the supply of housing land include ST/2 and ST/6 of the adopted Core Strategy and adopted policies DP/1, DP/7, HG/1, HG/2, NE/4, NE/6 and NE/17 of the adopted Development Control Policies. Policies S/7, S/10, H/1, H/7, H/8, NH/2, NH/3 and NH/4 of the draft Local Plan are also material considerations and considered to be relevant (draft) policies for the supply of housing.
66. Paragraph 14 of the NPPF states that there is a presumption in favour of sustainable development. It says that where relevant policies are out of date, planning permission

should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or where specific policies in the NPPF indicate development should be restricted (which includes land designated as Green Belt in adopted plans for instance).

67. Paragraph 2 of Policy ST/6 of the adopted Core Strategy permits residential development within the village framework. While the site is located outside the framework, nonetheless adjoins the village framework, the site is relatable to the village geographically and on its dependency on its services and facilities. ST/6 also forms part of a suite of policies, which operate to direct new development to settlements which have an appropriate level of services to meet the requirements of new residents. As such, it is considered that ST/6 which reflects the relatively limited level of services at rural villages centres to serve residential developments is material to development both within the framework and development which is proposed as a residential extension to that framework, as proposed here.
68. It falls to the Council as decision maker to assess the weight that should be given to the existing policies. The Council considers this assessment should, in the present application, have regard to whether the policies continues to perform a material planning objective and whether it is consistent with the policies of the NPPF.
69. In light of the lack of five-year housing land supply and having regard to recent local appeal decisions, the rural settlement policies are considered to continue to have significant weight in the determination of planning applications adjacent to or within close proximity to village frameworks. This will help ensure that development proposals outside and in close proximity to village frameworks have due regard to the availability of an appropriate level of services, facilities, employment and sustainable transport options.
70. For Rural Centres and Minor Rural Centres, subject to all other relevant material considerations, it is considered that there is a case to be made that conflict with those policies should not be given significant weight, under the circumstances of a lack of five-year housing supply. Subject to other material considerations, this would mean in principle that the Council may grant permission for development in and adjacent to our larger villages. This is in the context of paragraph 14 of the NPPF and the test that permission should be granted unless there would be evidence of significant harm. This is consistent with local appeal decisions in this category of village since the lack of five-year supply
71. Given the current lack of a 5 year housing land supply and the fact that policies DP/7 and ST/5 are out of date, a judgement needs to be made as to whether the scale of the development is acceptable for this location in terms of the size of the village and the sustainability of the location. As set out in the Housing Land Supply section above, it is considered that significant weight can be given to the rural settlement and framework policies. Nevertheless, in light of a five year land supply and recent appeal decisions, as a matter of general principle the scale of development proposed relative to the comparative accessibility of this minor rural centre would not conflict significantly with the thrust of the core development principle of the NPPF and will not in itself create demonstrable harm.
72. Notwithstanding the above, each planning application must be considered on its own merits taking account of local circumstances and all other relevant material considerations.

Sustainable Development

- 73.. The NPPF states that there are 3 dimensions to sustainable development, economic, social and environmental.

Economic Aspects

74. The provision of up to 200 new dwellings and 70 apartments with care will give rise to significant employment during the construction phase of the development and would have the potential to result in an increase in the use of local services and facilities, both of which will be of benefit to the local economy.

Social Aspects

Provision of Housing

75. The development would provide a significant benefit in helping to meet the current housing shortfall in South Cambridgeshire through the delivery of up to 200 dwellings and 70 apartments with care.

Housing Delivery

76. The applicant suggests that subject to market conditions, all of the units will be delivered within 7-8 years (25 - 30 market dwellings per year) from the date of the outline consent, and they have a track record of achieving this.
77. Taking into account the sites greenfield nature and delivery rates of other similar, but slightly smaller, residential sites in the district (Former EDF Depot & Training Centre - outline permission granted for 89 dwellings in May 2012; SCA Packaging, Villa Road, Histon – outline permission granted for 72 dwellings September 2012; Land at junction of Long Drove & Beach Road, Cottenham – Full application for 47 dwellings granted 15 February 2015; Land south of Station Road, Gamlingay – 85 dwellings granted 27 June 2012) which were all fully or substantially built out in 5 years of obtaining outline consent, officers are of the view this is a realistic rate of delivery.
78. In order to encourage early delivery, it is reasonable to require the applicants to submit the last of the 'reserved matters' application within 2 years from the grant of outline consent, with work to commence within 12 months from such an application being approved, thereby allowing 2 years for the properties to be built and sold.
79. At the applicants maximum predicted delivery rate (42 market and affordable dwellings per year) about 84 units will be delivered in 2 years (5 years from date of granting outline consent). In balancing the benefits of the scheme against the harm, not all of the housing units are likely to be delivered within 5 years.

Scale of Development and Services

80. This proposal for 200 dwellings and 70 apartments with care and along with the proposals under planning application references S/1952/15/OL for 50 dwellings, S/1606/16/OL for 126 dwellings and S/2876/16/OL for 154 dwellings, this would result in a total of 600 new dwellings within the village of Cottenham if all schemes were approved. Given the current lack of a 5 year housing land supply and that policy ST/5 is out of date, it therefore needs to be determined whether the cumulative scale of the development is acceptable for this location in terms of the size of the village and the sustainability of the location.

81. The Services and Facilities Study 2013 states that in mid 2012 Cottenham had an estimated population of 6100 and a dwelling stock of 2,540. It is one of the larger villages in the District. An additional 600 dwellings would increase the number of dwellings by 24%. This is a significant figure but is not considered to be out of scale and character with the size of the village and its services and facilities.
82. Whilst it is acknowledged that the most preferable location for development is first on the edge of the city of Cambridge and secondly in Rural Centres, it is difficult to state that Cottenham is not a sustainable location for increased housing development. The status of the village is due to be upgraded within the emerging Local Plan and the Services and Facilities Study 2013 identifies a wide range of services and facilities in the village that include a secondary school, primary school, children's nurseries, two doctors surgeries, dentist, a large food store, post office, butchers, bakers, pharmacy, village store, newsagents, hairdressers, four public houses, a village hall, sports pavilion and library. There is also a bus service to and from Cambridge every 20 minutes Mondays to Saturdays until 1900 hours and hourly thereafter, and every 30 minutes on Sundays until 1800 hours. There is also a bus service to and from Ely Mondays to Saturdays with approximately 6 buses throughout the day.
83. The majority of the services and facilities are located on the High Street. The site is situated on the edge of the village at a distance of approximately 1350 metres from the High Street. However, the primary school and village hall are located closer on Lambs Lane at a distance of 700 metres and the secondary school is located closer on The Green at a distance of 975 metres. The nearest bus stop is on Lambs Lane but there are also two other bus stops on Rampton Road close to the access points.
84. The village is ranked joint 4th in the Village Classification Report 2012 in the District in terms of access to transport, secondary education, village services and facilities and employment. It falls slightly below Sawston, Histon & Impington and Cambourne that are all Rural Centres. Hence it's proposed to be upgraded in the emerging Local Plan. It also ranks above Fulbourn that is currently a Rural Centre. Given the above assessment, the future occupiers of the development would not be wholly dependent upon the private car to meet their day-to-day and the majority of their wider needs. Cottenham is therefore considered a sustainable location for a development of this scale. In contrast, it should be noted that Waterbeach has a significantly lower score and has been considered sustainable for a similar number of dwellings.

Housing Density

85. The overall site measures 14.6 hectares in area. The developable site area measures 6.36 hectares. The erection of up to 200 dwellings and 70 apartments with care would equate to a maximum density of 42 dwellings per hectare across the whole of the site. This density is considered acceptable as it would comply with the requirement of at least 40 dwellings per hectare for sustainable villages such as Cottenham set out under Policy HG/1 of the LDF.

Affordable Housing

86. 80 of the 200 dwellings (40%) would be affordable to meet local needs as set out in Policy HG/3 of the LDF. No details of the affordable mix have been provided. Given that the application is currently at outline stage only, it is considered that the exact mix and tenure of the affordable dwellings could be agreed at the reserved matters stage in agreement with the Council's Affordable Housing Officer. The tenure mix sought would be 70% affordable rented and 30% intermediate/ shared ownership. It is the

Council's preference that affordable housing is secured via a Section 106 legal agreement as set out in the Affordable Housing SPD.

Market Housing Mix

87. The development would provide a range of dwelling types and sizes that range from one and two bedroom homes to larger family homes to comply with Policy HG/2 of the LDF or Policy H/8 of the emerging Local Plan. No details of the market mix have been provided. Given that the application is currently at outline stage only, it is considered that the exact mix of the market dwellings could be agreed at the reserved matters stage. A condition would be attached to any outline consent to ensure that the mix is policy compliant.

Developer Contributions

88. Development plan policies state that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of infrastructure necessary to make the scheme acceptable in planning terms.
89. Regulation 122 of the CIL Regulations states that a planning obligation may only constitute a reason for granting planning permission for the development of the obligation is: -
- i) Necessary to make the development acceptable in planning terms;
 - ii) Directly related to the development; and,
 - iii) Fairly and reasonably related in scale and kind to the development.

Open Space

90. The Recreation and Open Space Study 2013, forming part of the Local Plan submission, showed that Cottenham needed 9.92 ha of sports space but had 4.66 ha, i.e. a deficit of 5.26 ha.
91. Cottenham has a single recreation ground with three senior football pitches, a mini soccer pitch, bowls green, play area and pavilion built in 2015 for approximately £700,000. There is one cricket pitch in shared use by juniors and seniors. A new pavilion was provided in 2007 at a total cost of £400,000 at Cottenham Village College, where there are currently six senior football teams, eight junior football teams, three cricket teams and a women's football team using the facilities. Two junior football teams use the primary school football pitch and four colts' cricket teams and a senior team use Cottenham Village College. To address the need for increased pitches to meet local need the Parish Council has purchased a 99-year lease on eight acres of land adjacent to the recreation ground. The Parish Council is also seeking to buy or lease additional land adjacent to the current Recreation Ground so as to add at least one additional football pitch and provide space for a 3-court MUGA and pavilion.
92. Off-site contributions are required towards additional facilities to meet the demand for the development in accordance with Policies SF/10 and SF/11 of the LDF.
93. Cottenham Parish Council has said that in order to meet the needs of future resident's sports contributions are required to part fund a number of projects including a new sports pavilion, additional cricket squares, pitch drainage, floodlights and additional land. As an estimate the development would be required to pay in the region of £215,000 in accordance with the policy.
94. However, although there is a demand for improved sports facilities, there is a greater

need for new indoor community space facilities in Cottenham. On that basis (and as was secured at the Endurance Estates application for 50 dwellings at Oakington Road) the Council would propose reducing the sports contribution in lieu of an increased community space contribution. The net effect is that the owner's liability remains the same but such an approach would make the delivery of the new community centre more possible (and which is needed to mitigate the impact or growth in the village). Rather than secure £215,000 sports contribution the Council seeks a contribution of £115,000 with the difference (£100,000) being added to offsite indoor community space.

95. The Recreation and Open Space Study July 2013, forming part of the Local Plan submission, showed that Cottenham needed 4.96 ha of play space whereas it had 0.26 ha, i.e. a deficit of 4.70 ha.
96. Based on a likely housing mix the development would be required to provide circa 1700 m² of formal play space (i.e. an area sufficient to contain 3 LEAPs and 1 LEAP and 1 NEAP) and 1700 m² of informal play space.
97. The Open Space in New Developments SPD states that a LEAP serves an area of 450 metres distance (i.e. a 6 minute walk). A NEAP serves an area of 1,000 metres distance (i.e. a 15 minute walk). The nearest play area to this site is around 1,700 metres away.
98. The applicant is proposing providing a LEAP and a LAP onsite which would go a small way in order to mitigate the impact of the development. In addition to the LEAP and LAP the developer would need to make either onsite provision of play equipment focussing on an older age range (i.e. skate parks, MUGA's etc) or provide a financial contribution towards providing play equipment for 8-14 year olds. If this is satisfied by way of an offsite payment the suggested contribution is £198,000.
99. The application is for up to 200 dwellings therefore it would be entirely legitimate for the planning authority to require onsite provision of a NEAP (and formal sports space for that matter). However the Council is taking a pragmatic view and is seeking (where possible) to improve existing village facilities. Officers would highlight that onsite provision may be an option that is reverted to at the reserved matters stage if there is any issue as to securing offsite contributions.
100. Cottenham Parish Council has a number of projects that would provide play facilities for this age. Such projects include a street snooker table, skate park extension, MUGA and land acquisition.
101. The Recreation and Open Space Study July 2013, forming part of the local plan submission, showed that Cottenham has a surplus of 2.48 ha of informal open space (4.0 ha).
102. The informal open space requirement (and informal play space requirement) will be satisfied through the provision of a publically accessible green space proposed being located within the development and secured via an s106 agreement. It is the Local Planning Authority's preference that the public open space is offered to Cottenham Parish Council for adoption

Community Facilities

103. The Community Facilities Audit 2009 states that Cottenham has a need for 677 square metres of indoor meeting space but had 294 square metres, i.e. a deficit of

383 square metres. Cottenham is served by Cottenham Salvation Army Hall and Cottenham Village Hall. Cottenham Salvation Army Hall is described as a fairly new church hall and also a barn style building at the rear. The barn is where most of the activities seem to take place. The barn has kitchen and toilet facilities although these are dated and may need replacing soon. The church hall also has toilet facilities and an old kitchen which is currently being used for storage. The actual structure of the Church hall seems 'sound', however the barn may need refurbishment soon. Cottenham Village Hall is described as a very small facility, little more than a meeting room, but in good condition, with adjoining kitchen, but no facilities for disabled users.

104. Off-site contributions are required towards community facilities to comply with Policy DP/4 of the LDF.
105. Cottenham Parish Council has said that in order to meet the needs of future residents a multipurpose community centre needs to be constructed.
106. Cottenham Parish Council is embarking on a plan to provide a community centre in the village. The estimated cost of this building is now at £2.5m and which would incorporate different users including possibly early years. The Parish Council have drawn up a brief for the building design and have now appointed an architect. A planning application is expected to be received shortly. The ground floor will consist of a parish office, multi-purpose space (approx. same size as existing mail hall) with integrated storage space, kitchen and toilets which can be 'locked down' whilst the rest of the building is used for other purposes, a nursery suitable for full time care consisting of 3 multi-purpose rooms, kitchen, milk kitchen, laundry room, reception area + fenced outside space and a small meeting room. The first floor will consist of a Sports & Social Club bar, multipurpose rooms which can be hired together or separately, a kitchen and balcony overlooking the playing fields.
107. The external design will mirror that of the new sports pavilion. The Parish Council will also be extending the size of the existing car park. The building footprint is slightly larger (towards the football pitch) than the existing design; this will necessitate moving the pitches towards the pavilion and tree line.
108. A financial contribution based on the approved housing mix will be required in accordance with the published charges as set out below. This would result in a contribution in the region of £97,000 being payable.

Community Transport

109. A proposal has been put forward by Cottenham Parish Council to either establish a new community transport initiative and which they would run or alternatively the Councils would work with existing operators (such as Ely & Soham Association for Community Transport) to provide:
 - (1) A fixed timetable during commuter hours between the development and the destinations of Oakington Busway stop and Waterbeach train station.
 - (2) A flexible demand responsive service offering journeys throughout the village but also between the site and destinations including Ely.
110. The cost of providing a subsidised service for 5 years is £320,000 comprising £70,000 vehicle purchase (2-3 years old) and £50,000 per annum subsidised service. A small fee over these 5 years will be charged for users of the service as the total cost is likely to be in the region of £90,000 per annum.

111. The Council is proposing dividing the total cost across all developments (ensuring that there is a fair and reasonable approach) such that each new dwelling will be required to contribute £666.67. This would result in a total contribution of £133,334 (200 dwellings x £666.67).
112. Although the contribution is based purely on the impact of the dwellings (i.e. no cost has been included in respect of the 70 bed care home) the service could also be made available to the operator of the care home providing day trips to residents.
113. Any future development would contribute towards extending the length of subsidy (i.e. before a 'full' charge would be levied). Although the subsidy will run out at a future point it is hoped that residents will continue to use the service thereby reducing the impact of the developments on the highway network.

Burial Ground

114. Cottenham Parish Council has identified the need for a burial ground in the village. There are currently three burial grounds as follows: -
- i) The Dissenters' Cemetery off Lambs Lane is within 3 or 4 years of being full. There are about 12 vacant plots remaining with between 3 and 6 new plots being used each year. They have contingency plans for interment of ashes but the pressing need is to bring a new strip of adjacent land into use for burials that would create capacity for around 50 additional plots. However, the charity has limited access to finance to pay for the necessary 10 metre hardened access path, a 50 metre replacement fence and ground preparation. Longer term there will be a need to consider some "recycling" of the oldest (100+ years as allowed by law) plots.
 - ii) The "Church" part of the cemetery at All Saints Church is already full with recent "new plot" burials using plots in the unconsecrated "Public Burial Ground" part. This practice may become an issue creating an immediate need for additional consecrated space in which case the most likely solution is to acquire adjacent land from Cambridgeshire County Council.
 - iii) The "Public Burial Ground" at All Saints Church has about 50 unused plots, equivalent to a maximum of 10 years supply at the recent rate of burials. The presence of a 70 unit apartment with care would likely create more pressure on burial spaces than houses meaning spare capacity is likely to be taken up quicker.
115. Parishioners or inhabitants of a parish have the right to be buried in the parish churchyard or burial ground where they live. You are only entitled to be buried in the parish of your choice if permission can be obtained from the minister of the parish. Given the lack of burial provision across the District this is unlikely. This demonstrates that the most likely place of burial for residents of both the dwellings and care home will be within Cottenham.
116. Cottenham Parish Council has articulated a method by which an offsite contribution may be calculated to acquire only the quantum of land necessary for this development and which comes to £approximately £210 per house. This calculation is set out below.
- A = Purchase price per acre of land (£250,000)
 - B = Cost of laying out each acre of land, car parking, fencing, benches, footpaths, landscaping etc. (£100,000)
 - C = Total cost of purchasing and laying out 1 acre of burial land (A+B) (£350,000)
 - D = Number of single burial plots than can be achieved per acre of land (1250)
 - E = Cost of providing each burial plot (C / D) (£280)
 - F = Burial/cremation 'demand' per house over 100 year period (2.5 per property)
 - G = % of people likely to be buried rather than cremated (assume 30%) source: Constitutional Affairs Select Committee Eighth Report, 2006

H = Burial plots needed per house ($F \times G$) (0.75)

I = Cost of providing burial space on a per house basis ($E \times H$) (£210)

The contribution required is therefore calculated at £210 per dwelling.

117. There is a substantial amount of uncultivated farmland owned by County Farms adjacent to the All Saints Church graveyard and Public Burial Ground which could probably be acquired and prepared in due course. The Dissenters cemetery have purchased some land as an extension but this will require investment to convert into a graveyard.

Waste Receptacles

118. The RECAP Waste Management Design Guide requires household waste receptacles to be provided for the development. Off-site contributions are required towards the provision to comply with Policy DP/4 of the LDF. The contribution would be £72.50 per dwelling and £150 per flat.

Monitoring

119. To ensure the provision and usage of on-site infrastructure, a monitoring fee of £1,000 is required.

Education

120. The development is expected to generate a net increase of 60 early year's children, of which 32 are entitled to free provision. In terms of early years' provision, there are three childcare providers in Cottenham- the Ladybird pre school and two childminders. There is insufficient capacity in the area to accommodate the places being generated by this development. Therefore, a contribution of £286,200 towards early year's provision is required.
121. The development is expected to generate a net increase of 70 primary aged children. The catchment school is Cottenham Primary School. The County Council's forecast indicates that the school will be operating at capacity with intakes based upon the Published Admission Number of 90. However, it is accepted that an unexpectedly low cohort admitted into reception in 2016 which means that there are a number of surplus spaces in the short-term.
122. The places are limited to a single cohort and it is not considered appropriate to simply deduct these places from the demand from the developments. This is due to the fact that by the time the development is completed, this small cohort will be in Years 5 and 6. It is considered more appropriate to plan for the medium term.
123. There is no information to assess the reasons for the small cohort but it is considered that there are a number of factors which suggest that this may not be maintained in the medium term. Specifically, a poor Ofsted report combined with surplus capacity in nearby catchments. It is anticipated that the school will rapidly return to a good rating and there will be less opportunity for pupils to attend other schools due to infill developments.
124. In the medium term, it is reasonable to assume that there will be some limited capacity at the primary school. Given this, it is justified to adjust proportionately the identified requirements to mitigate the impact of all upcoming developments in Cottenham.

125. Taking the average of 5 surplus places per year, an additional 16 places would be required in each year group (just over 0.5 Full Entry).
126. The Council has recently completed refurbishment of the primary school in response to growing demand in the village. It is a three form of entry primary school.
127. An additional full form of entry would need to be provided to expand the existing primary school. The project is for a stand alone building on land adjacent to the existing primary school owned by the County Council. The total cost is estimated at £3.5 million and these would need to be split proportionately in relation to potential developments in the village. To mitigate the impact of this development, a contribution of £715,500 towards primary provision is required.
128. The development is expected to generate a net increase of 50 secondary school places. The catchment school is Cottenham Village College. There is sufficient capacity in the area to accommodate the places being generated by this development. Therefore no contribution for secondary education is required.
129. The proposed increase in population from this development (200 dwellings x 2.5 average household size = 500 new residents) will put pressure on the library and lifelong learning service in the village. Cottenham library has an operational space of 128 square metres. A contribution of £30,010 (£60.02 per head x 500 residents) is required to address the increase in demand that would go towards the modification of the library to create more library space and provide more shelving and resources.

Strategic Waste

130. This development falls within the Cambridge and Northstowe Household Recycling Centre catchment area for which there is currently insufficient capacity. The development would not require a contribution towards the project to expand capacity as 5 schemes have already been pooled towards this project.

Health

131. NHS England considers there is insufficient GP capacity in the two surgeries in the village to support the development. The development could generate approximately 585 residents (200 dwellings x average household size of 2.4 and 70 apartments with x average size of 1.5) and subsequently increase demand upon existing constrained services. The proposed development must therefore provide appropriate levels of mitigation. The development would give rise to a need for improvements to capacity by way of extension, refurbishment, reconfiguration or relocation at Cottenham Surgery; a proportion of the cost of which would need to be met by the developer. The level of contribution required is £80,220 (additional floor space of 40 square metres x £2,000 per square metre).

Summary

132. Appendix 3 provides details of the developer contributions required to make the development acceptable in planning terms in accordance with Policy DP/4 of the LDF and paragraph 204 of the NPPF. It is considered that all of the requested contributions to date meet the CIL tests and would be secured via a Section 106 agreement. The applicants have agreed to these contributions.

Environmental Aspects

Character and Appearance of the Area

133. The site comprises a large arable field that has an undulating topography. The land rises from a height of approximately 7 metres from the north west to a ridge of approximately 13 metres and then falls to the south east to a height of approximately 12 metres.
134. The site is situated within The Fens Landscape Character Area. The key characteristics of the landscape are a low lying, flat open landscape with extensive vistas; slightly elevated islands that have a higher proportion of grassland cover, trees and hedgerows; a hierarchy of streams, drains and lodes dissect the landscape; a rich and varied intensive agricultural land use includes a wide range of arable and horticultural crops and livestock; orchards are a distinctive feature; small scale irregular medieval field patterns are still visible on the edge of settlements;
135. Whilst it is acknowledged that the Landscape Officer has not objected to the proposal, Planning Committee Members refused the previous application under reference S/1818/15/OL on the grounds of the development extending the ridge line of the built environment of Cottenham causing significant harm to the landscape character and openness of the rural locality.
136. There is no dispute that the proposal would result in significant encroachment into the countryside outside the existing built-up development within the village framework and that the development would be on higher land than the surrounding agricultural land.
137. The amended scheme has sought to address the previous reason for refusal by reducing the extent of the built development along the ridgeline and into the open countryside by providing a landscape belt of 30 metres in depth along the south western boundary and a landscape feature of 40 metres in depth along the ridge. In addition, the developable area has been re-located adjacent to the north western access to continue the development along Rampton Road.
138. The development to the north of the existing extent of development along Rampton Road is considered to be restricted and well related to the built-up area. The use of this land for dwellings would result in the reduction in the extent of development that would project into the open countryside to the south west. The landscape buffer to the south west boundary and along the ridge would provide increased screening and containment that would assist with breaking down the blocks of development on the elevated plateau.
139. The impact of the amended scheme upon the landscape setting of the village is not considered significantly adverse from public viewpoints on Rampton Road given that the development would now reflect the character of the Fen edge landscape and comprise strong features such as islands with substantial landscaping and an orchard that would be strong qualities of the development. The development would also not result in the loss of a low lying landscape with open vistas or small scale fields that are considered strong features in the Fen edge landscape given the site does not currently have these characteristics. It should also be noted that the area that has no special landscape designation. It is therefore concluded that the current scheme, as amended, overcomes the previous reason for refusal and therefore, on balance, is considered to result in only limited harm to the rural open landscape character and setting of the village.
140. The Melbourn appeal (APP/WO530/W/15/3131724) the Inspector balanced the need for housing against the harm to the wider landscape. He concluded that “while there

would be some notable adverse impacts, they would not be sufficient to outweigh the very significant benefits of the proposal”

Design Considerations

141. The application is currently at outline stage only, with means of access included as part of the application. All other matters in terms of the layout of the site, scale, external appearance and landscaping are reserved for later approval.
142. Two vehicular access points would be provided to the site from Rampton Road. These would incorporate footways to allow pedestrian access. Additional pedestrian and cycle link would also connect to Rampton Road and the adjacent development to the south east.
143. The amended indicative layout shows the continuation of development along Rampton Road up to the western access point and development to the rear of existing dwellings. The dwellings would be arranged around a single circular spine road and a number of cul-de-sacs off this road. They would also provide active frontages to the open space. The apartments with care would be provided in the south eastern corner of the site.
144. A wide range of sizes and types of dwellings would be provided within the scheme. The maximum height of the dwellings would be two storeys. The form, design and materials would reflect the local area. Focal buildings would be provided at key points within the development to provide legibility.
145. A significant amount of informal public open space would be provided on the site. This would include a community woodland, wildflower meadow, ecological zone, community orchard and area of open space particularly on within the archaeological protection area. Children’s play space in the form of a Local Equipped Area of Play and Local Area of Play would also be provided.
146. Whilst the concerns of the Urban Design Officer in relation to the density of the development are acknowledged, considering this is an outline application of up to 200 units, it is considered that the scale of development proposed could be accommodated on the site. The net density of the development excluding the apartments with care is 35 dwellings per hectare. The site could be developed through the provision of a higher density of development in some more central areas and a lower density on the edge or a greater number of small units of accommodation to address the concerns. Notwithstanding the above, any reserved matters application would need to demonstrate that the scheme is not out of keeping with the character and appearance of the area and would comply with Policy DP/2 of the LDF. A condition would be attached to any consent for a design code and parameters plan with densities, building heights and landscaping to ensure that high quality development is achieved

Trees/ Landscaping

147. The proposal would not result in the loss of any trees and landscaping that make a significant contribution to the visual amenity of the area. Whilst it is noted that the hedge along the boundary with Rampton Road would be lost adjacent to the western access that currently makes a positive contribution to the rural character and appearance of the area, this would be replaced by native woodland that would compensate for the loss.

148. Substantial landscape buffer zones would be provided along the south western boundary, south eastern boundary, along the edge of the development adjacent open space and along the central ridge that forms the highest point of the site. In addition, the proposal would incorporate planting within the site. The landscaping details would be a condition of any consent. The proposal is therefore considered to be acceptable and comply with Policy NE/5 of the LDF.

Biodiversity

149. The biodiversity survey submitted with the application states that the site comprises mainly arable land along with a dwelling and garden. Additional habitats are limited to the boundaries of the site and include two small hedgerows, narrow grassland margins and semi-mature trees.
150. The boundary habitats of the site provide a limited resource for commuting and foraging bats. All trees were in good condition with no suitable features that would provide roosting opportunities for bats. The dwelling may provide a suitable bat roost.
151. Bat surveys were undertaken at the dwelling and a small, occasionally used common pipistrelle roost was identified. The loss of this roost is not considered significant but measure to avoid the disturbance of any bats and mitigation is in the form of a replacement roosting habitat is required.
152. A number of birds were recorded on the site along with a barn owl box where droppings were found. Mitigation in the form of bird boxes is required.
153. No water bodies are present on the site that may provide a habitat for Great crested Newts. The site offers a negligible terrestrial habitat for the species.
154. No reptile species were recorded during the survey. The majority of the site was considered to provide an unsuitable habitat for reptile species.
155. No other habitats for mammals were found.
156. Given the above, the proposal would not result in the loss of any important habitats for protected species. Conditions would need to be attached to any consent to secure updated badger and barn owl surveys and mitigation strategies based upon detailed design, external lighting design for bats and ecological enhancements including provision for biodiversity within the balancing pond, bird and bat provision, native and ecologically beneficial planting and measures to allow the movement of animals such as hedgehogs to move between gardens. planting within the site. The proposal is therefore considered to add to biodiversity and comply with Policy NE/6 of the LDF.

Heritage Assets

157. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The nearest listed buildings (Grade II) to the site are the Water Tower on Lambs Lane and the Almshouses at the junction of Rampton Road and Oakington Road.
158. The Water Tower is located a significant distance from the site and the development would not result in harm to its setting.

159.

Whilst the works are required to the roundabout adjacent to the Almshouses, do have an impact on the listed building in relation to water and noise it is considered to be less than substantial harm. The acidic water can be mitigate by the regular maintenance of the gullies, and should flooding occur on very rare occasions, the frequency would not result in significant harm to the listed building. It would occur on so few occasions it would be considered as deminimus. In relation to the issue of noise, the level of activity associated with the improvement to the roundabout raise the possibility of damage to the listed building through vibration. It is difficult to prove, due to the level of traffic anticipated and when there is already an impact on the buildings by the proximity of the existing road and traffic that cause noise and disturbance. The alterations in the design are not significant enough to exacerbate the issue to a level where significant harm could be considered. This limited less than substantial harm is considered to be outweighed by the benefits of the scheme in terms of a significant number of dwellings towards housing land supply in the District.

160. It is suggested therefore that these proposals would protect the setting of adjoining listed buildings, consistent with the provisions of s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 12 – Conserving and enhancing the historic environment – of the National Planning Policy Framework 2012, and relevant current and emerging polices of the South Cambridgeshire Local Plan, and SPD's.

161. An archaeological trial trench evaluation carried out at the site has revealed the presence of Iron Age enclosures, field boundaries, evidence for buildings with purported placed deposits in the perimeter ditch of one, watering holes and quarries, and Roman and Saxon settlement evidence features at the south eastern corner of the site. The evidence was either of negligible significance or absent over much of the application area, providing a strong contrast to this area of multi-period occupation evidence.

162. An Archaeological Exclusion Zone has been provided on the site to ensure that the features of significance remain in situ. This is welcomed but needs to be subject to maintenance and management plan to ensure preservation in perpetuity that would need to be included in the Section 106 legal agreement. The remainder of the site should be subject to archaeological evaluation through a condition attached to any consent. The proposal would therefore accord with Policy CH/2 of the LDF.

Highway Safety and Sustainable Travel

163. Rampton Road is a busy road through road with a speed limit of 30 miles per hour until it reaches the last dwelling on the southern side of Rampton Road where it changes to 60 miles per hour.

164. The development would significant increase traffic along Rampton Road and in the surrounding area. The proposal is not however considered to adversely affect the capacity and functioning of the public highway subject to mitigation measures. Whilst the Parish Council's comments in relation to the trip rates are noted, Cambridgeshire County Council as Local Highway Authority considers these to be robust.

165. The application proposes to introduce two priority controlled junctions on Rampton Road to serve the residential development to the west of the site on Rampton Road and in place of the existing dwelling at No. 117 Rampton Road. The designs of these junctions are acceptable and accord with Local Highway Authority standards.

166. In addition to the above, the Rampton Road and Oakington Road roundabout needs to be upgraded to accommodate the increase in traffic generation and mitigate the impact of the development. The design of the roundabout is now agreed and the Local Highways Authority no longer has any objections to the application.
167. Further offsite mitigation required within the village includes improvements to the pedestrian and cycle facilities on Rampton Road between the development site and south of Oakington Road, the installation of a bus shelter to the bus stop on Lambs Lane, the widening of the footway on the east side of the B1049 within the 30 miles per hour zone between the junctions of the B1049 with Dunstal Field and Appletree Close to enable shared use walking and cycling, the provision of a crossing facility (toucan) on Rampton Road and the installation of cycle parking on Cottenham High Street at locations to be agreed with the Parish Council.
168. The development also requires a Section 106 agreement to secure a contribution of £27,000 to the County Council towards the installation of Real Time Passenger Information at the bus stop on Lambs Lane, a contribution of £7,000 to the Parish Council towards the maintenance of the bus stop on Lambs Lane, a contribution of £38,661.70 to the Parish Council towards the maintenance of the crossing facility on Rampton Road, a contribution of £9,620 to the County Council towards the local highway improvement scheme at The Green in Histon and a contribution of £6,000 to the County Council towards a local highway improvement scheme at the junction of Water Lane and Oakington Road junction in Oakington.
169. Pedestrian and cycle links are proposed to the south east of the site to link to Rampton Road and south of the site to link to the adjacent development. This would ensure permeability throughout the development.
170. The Transport Statement commits to the provision of a Travel Plan to encourage the use of alternative modes of transport other than the private motor vehicle for occupiers of the new dwellings prior to occupation. However, further details are required and a full Travel Plan would need to be agreed prior to first occupation of the dwellings. This would be a condition of any consent. Vehicle parking on the site would be considered at the reserved matters stage and be subject to the maximum standards set out under Policy TR/2 of the LDF.
171. The Local Highway Authority have been forward a copy of the Cottenham Parish Council's concerns and will be responding in an update report or verbally at Planning Committee as there was insufficient time to full consider the comments prior to the 14 March 2017.

Flood Risk

172. The site is situated within Flood Zone 1 (low risk). There are no watercourses within or on the boundaries of the site. The nearest watercourse is the catchwater drain that is located 170 metres to the north of the site. This is maintained by the Drainage Board. The site is therefore at low risk of fluvial flooding.
173. However, the site may be at risk of groundwater and surface water flooding. These sources of flooding can however be mitigated to a low and acceptable level through the adoption of a surface water management strategy.
174. The Flood Risk Assessment provides details of the surface water runoff rates in order to determine the surface water options and attenuation requirements for the site. Sustainable water management measures should be used to control the surface water

runoff from the proposed development such as infiltration to swales, attenuation basins, cellular storage together with permeable paving and water butts.

175. A surface water attenuation basin is provided to the north west of the site to provide storage for all events up to and including the 1 in 100 year (+40% climate change) storm event. . A discharge rate of 1.1. litres/second/hectare is required to ensure that the proposal would not exceed greenfield run-off rates and can be discharged to the catchwater drain. A condition would be attached to any consent to secure the detailed surface water management strategy. The maintenance and management of the system in perpetuity would be included in the Section 106 legal agreement. The proposal would therefore comply with Policy NE/11 of the LDF.

Neighbour Amenity

176. While the existing residents along Rampton Road will experience an increase in noise and disturbance from vehicular traffic as a result of the proposal, this impact is likely to be negligible to low, and not give rise to material harm given the existing level of traffic in the area.
177. Although it is noted that there would be a change in the use of the land from an open field to residential dwellings, the development is not considered to result in a significant level of noise and disturbance that would adversely affect the amenities of neighbours. A condition would be attached to any consent in relation to the hours of use of power operated machinery during construction and construction related deliveries to minimise the noise impact upon neighbours.
178. The impact of the development itself on neighbours in terms of mass, light and overlooking will be considered at the reserved matters stage and would need to comply with Policy DP/3 of the LDF. It is noted that the land falls southwards.

Other Matters

179. The development is not considered to result in a risk of contamination, providing a condition is attached to any consent to control any contamination identified during the development.
180. There is available capacity to cope with wastewater treatment; a condition would be attached to any consent to ensure an appropriate method of foul water drainage.
181. The site is located on grade 2 (very good) agricultural land. The development would result in the permanent loss of this agricultural land contrary to policy NE/17. However, this policy does not apply where land is allocated for development in the LDF or sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural use of the land. In this case, this is considered satisfactory given the absence of up-to-date policies for the supply of housing in the district. Therefore, limited weight can be attached to this policy.
182. The application does not include any employment land uses. This is considered acceptable given that it is not a policy requirement.
183. Site notices were posted on site on 23 June 2016 and the 1 March 2017. In addition the application was advertised in a local newspaper on the 21 June, 2016 as a Development that does not accord with the Development Plan and on the 1 March 2017, as the development 'Affects the Setting of a Listed Building'. They were advertised in accordance with the Town and Country Planning (Procedures) (England)

Order and therefore have been adequately publicised in accordance with the Order.

Conclusion

184. In considering this application, adopted development plan policies Impact ST/5 and DP/7 are to be regarded as out of date while there is no five year housing land supply. This means that where planning permission is sought which would be contrary to the policies listed above, such applications must be determined against paragraph 14 of the NPPF.
185. This report sets out how a number of potential adverse impacts including landscape character harm, infrastructure needs, and highway safety can be addressed. Further, and whilst it is noted that works are required to the roundabout adjacent to the listed Almshouses, this is considered to result in less than substantial harm to these heritage assets given that it is already significantly impacted by the proximity of the existing road and traffic that cause noise and disturbance. However, an adverse impact that cannot be fully mitigated is the limited visual harm through a loss of openness to the countryside as a result of the development
186. This adverse impacts must be weighed against the following benefits of the development:
- i) The provision of up to 200 dwellings and 70 apartments with care towards housing land supply in the district based on the objectively assessed 19,000 dwellings target set out in the SHMA and the method of calculation and buffer identified by the Inspector.
 - ii) The provision of 80 affordable dwellings towards the identified need across the district.
 - iii) The provision of a significant amount of public open space within the development.
 - iv) Developer contributions towards education, health, open space and community facilities in the village.
 - v) Suitable and sustainable location for this scale of residential development given the position of the site in relation to access to public transport, services and facilities and local employment.
 - vi) Transport mitigation package.
 - vii) Employment during construction to benefit the local economy.
 - viii) Greater use of local services and facilities to contribute to the local economy.
187. The benefits of this development are considered to significantly and demonstrably outweigh the adverse impacts of the development, when assessed against the policies in the NPPF taken as a whole, which aim to boost significantly the supply of housing and which establish a presumption in favour of sustainable development in the context of the lack of a 5-year housing land supply. It is considered that the application overcomes previous reasons for refusal in terms of highways and landscape impacts, and that planning permission should therefore be granted.

Recommendation

188. It is recommended that the Planning Committee grants officers delegated powers to approve the application subject to the following:

Section 106 legal agreement (Appendix 3 to cover the following).

- a) Approval of the details of the means of access to the site, layout of the site, the scale and appearance of buildings and landscaping (hereinafter called "the reserved

matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

(Reason - The application is in outline only.)

b) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of two years from the date of this permission.

(Reason - The application is in outline only.)

c) The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.

(Reason - The application is in outline only.)

d) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing number 4364-004, 1434/01 Revision C, 1434/16 Revision A, 1434/19 Revision B and 1434/20 Revision B.

(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

e) The indicative masterplan is specifically excluded from this consent.

(Reason - The application is in outline only.)

f) The development shall not be occupied until a Travel Plan for each use on the site has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

g) No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. The development shall be carried out in accordance with the approved details. The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)

ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.

iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

h) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied in accordance with the approved details and shall thereafter be retained.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

i) The hard and soft landscape works shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include

specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

j) All hard and soft landscape works shall be carried out in accordance with the approved details. The works along the north western and south western boundaries shall be carried out prior to the commencement of construction of the dwellings. The remainder of the landscape works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

k) In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the dwellings hereby approved.

i) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with the relevant British Standard.

ii) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

iii) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

(Reason - To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

l) No development shall commence until an updated protected species mitigation strategy has been submitted to and agreed by the Local Planning Authority. In particular, this shall include update surveys for barn owl and badger and details of avoidance, mitigation and compensation measures for protected species. This shall also include a plan showing mitigation measures, including the location of compensatory bat roosting provision.

(Reason - To minimise disturbance, harm or potential impact on protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007 and the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992.)

m) No development shall commence until a specification for external illumination at the site shall be submitted to and approved in writing by the Local Planning Authority. This shall include consideration of sensitive design to retain habitat for protected species such as bats and barn owl. No means of external illumination shall be installed other than in accordance with the approved details and shall not be varied without permission in writing from the Local Planning Authority.

(Reason - To protect wildlife habitat in accordance with the Conservation of Habitats and Species Regulations 2010, the Wildlife and Countryside Act 1981 (as amended), the NPPF and Policy NE/6 of the adopted Local Development Framework 2007.)

n) No development shall commence until a detailed scheme for ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. This shall include specifications and a site plan detailing native planting including hedgerows, wildlife habitat within and adjacent to the balancing pond, in-built features for nesting birds and roosting bats and measures to maintain connectivity for species such as hedgehog. The measures shall be implemented in accordance with the agreed scheme.

(Reason -To provide habitat for wildlife and enhance the site for biodiversity in accordance with the NPPF, the NERC Act 2006 and Policy NE/6 of the adopted Local Development Framework 2007.)

o) No development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives; and:

i) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

ii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

Developers will wish to ensure that in drawing up their development programme, the timetable for the investigation is included within the details of the agreed scheme.

(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)

p) No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Flood Risk Assessment (FRA) prepared by Enzygo (ref: SHF.1132.024.HY.R.001.G dated August 2016 and shall also include:

i) Full calculations detailing the existing surface water runoff rates for the Q_{BAR}, Q₃₀ and Q₁₀₀ storm events

ii) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as Q₁₀₀ plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

iii) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers

iv) Full details of the proposed attenuation and flow control measures;

v) Site Investigation and test results to confirm infiltration rates;

vi) Details of overland flood flow routes in the event of system exceedance, with

demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

vii) Full details of the maintenance/adoption of the surface water drainage system; and,

viii) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

q) Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

r) Prior to the commencement of any development, a scheme for the provision and implementation of pollution control of the water environment, which shall include foul and surface water drainage, shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.

(Reason - To reduce the risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

s) No development approved by this permission shall be commenced, unless otherwise agreed, until:

i) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

ii) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (a Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

iii) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

iv) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

(Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

t) No site or plant machinery shall be operated, no noisy works shall be carried out and no construction related deliveries shall be taken or dispatched from the site except between 0800 hours and 1800 hours Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Bank

Holidays.

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

u) No development shall commence until a construction noise impact assessment and a report / method statement detailing predicted construction noise and vibration levels at noise sensitive premises and consideration of mitigation measures to be taken to protect local residents from construction noise and or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential construction noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS5228:2009+A1:2014: 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and Part 2: Vibration. Development shall be carried out in accordance with the approved details. (Reason – All to ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15- Noise Pollution & DP/6- Construction Methods.)

v) No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details / scheme unless the local planning authority approves the variation of any detail in advance and in writing.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15-Noise Pollution, NE/16- Emissions & DP/6- Construction Methods.)

w) No development (including any pre-construction, demolition or enabling works) shall take place until a comprehensive construction programme identifying each phase of the development and confirming construction activities to be undertaken in each phase and a timetable for their execution submitted to and approved in writing by the Local Planning Authority in writing. The development shall subsequently be implemented in accordance with the approved programme unless any variation has first been agreed in writing by the Local Planning Authority.

(Reason – To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15-Noise Pollution, NE/16- Emissions & DP/6- Construction Methods.)

x) Prior to commencement of any residential development, a detailed noise mitigation / insulation scheme for the residential units, to protect future occupants internally and externally from Rampton Road traffic noise, shall be submitted to and approved in writing by the Local Planning Authority. The detailed noise attenuation / insulation scheme shall:

i) Have regard to the noise mitigation principles and recommendations detailed in the submitted Wardell Armstrong LLP noise report titled "GLADMAN DEVELOPMENTS LTD, Land off Rampton Road, Cottenham, Noise Impact Assessment, July 2015".

ii) Shall demonstrate that the internal and external noise levels recommended in British Standard 8233: 2014 "Guidance on sound insulation and noise reduction for buildings" will be achieved. With regard to internal noise levels the scheme shall have regard to the noise insulation of the composite building fabric, glazing areas, including

the provision of sound attenuated alternative mechanical ventilation systems / acoustically attenuated free areas (or similar) to facilitate rapid / purging ventilation and thermal comfort / summer cooling requirements if the recommended indoor ambient noise levels in BS 8233 cannot be achieved with a partially open external window (assuming a -13dB(A) external to internal reduction for a partially open window). The Rampton Road traffic noise attenuation / insulation scheme as approved shall be fully implemented prior to occupation and shall be retained thereafter and not altered without prior approval.

(Reason - To ensure that sufficient noise attenuation / mitigation is provided to all residential properties to protect future occupiers externally and internally from the impact of Rampton Road traffic noise and safeguard the health, amenity and quality of life of future residents in accordance with paragraphs 109, 123 of the National Planning Policy Framework March 2012 and Policy NE/15- Noise Pollution of the adopted LDF 2007.)

y) Prior to commencement of the care home as approved, an operational noise impact assessment and a scheme of noise insulation or other noise mitigation measures as necessary for any building(s) and or plant / equipment associated with the care home, in order to minimise the level of noise emanating from the said building(s) / uses and plant / equipment, shall be submitted to and approved in writing by the local planning authority. The approved scheme of noise insulation / mitigation as appropriate shall be fully implemented before the relevant building(s) or plant / equipment are used or the uses commence and shall thereafter be maintained in accordance with the approved details.

(Reason - To protect the health and quality of life / amenity of nearby properties in accordance with National Planning Policy Framework (NPPF) paragraphs 109, 120, 123 and Policy NE/15 of the adopted Local Development Framework 2007.)

z) No commercial related ancillary dispatches / collections from or deliveries to the care home including refuse collections shall take place, other than between the hours of 08.00 to 21.00 hours Monday to Saturday unless agreed in writing with the local planning authority. No collections / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

aa) Within any reserved matters application for the care home or similar, a scheme for and details of equipment for the purpose of extraction and/or filtration and/or abatement of fumes and or odours, shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration/abatement scheme shall be installed before the use is commenced and shall be retained thereafter. Any approved scheme / system shall not be altered without prior approval.

Any approved fume filtration/extraction system installed shall be regularly maintained and serviced in accordance with manufacturer's specification to ensure its continued satisfactory operation to the satisfaction of the Local Planning Authority.

(Reason - To protect the amenity of nearby residential premises in accordance with National Planning Policy Framework (NPPF) paragraphs 120 and policy DP/3 Development Criteria and policy NE/16 Emissions of the adopted Local Development Framework 2007.)

bb) Prior to the commencement of the development, an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security / residential lighting and an assessment of impact on any sensitive residential premises on and off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire

locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site and on the boundary of the site and at future adjacent properties, including consideration of Glare (direct source luminance / luminous intensity in the direction and height of any sensitive residential receiver) as appropriate, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011" including resultant sky glow, light intrusion / trespass, source glare / luminaire intensity and building luminance.

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason - To protect local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with NE/14-Lighting Proposals.)

cc) Unless otherwise agreed in writing by the Local Planning Authority, any reserved matters application pursuant to this outline approval shall be accompanied by a Waste Management & Minimisation and Refuse Strategy (WMMFS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management

Design Guide Supplementary Planning Supplementary Planning Document 2012 (or as superseded) and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and contributing to sustainable development. The WMMS should include as a minimum:

- i) A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii) A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii) Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv) Highway vehicle tracking assessment and street widths / dimensions
- v) Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- vi) Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii) A timetable for implementing all proposals
- viii) Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation of any building and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with objectives of Policy P1/3 of the Cambridgeshire and

Peterborough Structure Plan (2003).)

dd) No development shall commence until a renewable energy statement has been submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

(Reason - To ensure an energy efficient and sustainable development in accordance with Policies NE/3 of the adopted Local Development Framework 2007.)

ee) No development shall commence until a water conservation strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

(Reason - To ensure a water efficient and sustainable development in accordance with Policies NE/12 of the adopted Local Development Framework 2007.)

ff) No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

gg) As part of any reserved matter application details of the housing mix (including both market and affordable housing) shall be provided in accordance with local planning policy or demonstration that the housing mix meets local need shall be submitted to and approved in writing by the Local Planning Authority. Development shall commence in accordance with the approved details

(Reason: To ensure an appropriate level of housing mix, both market and affordable housing in accordance with policies H/8 and H/9 of the South Cambridgeshire Local Plan Submission March 2014.)

hh) The Rampton Road and Oakington Road roundabout improvements approved by this application shall be implemented prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

ii) No development shall take place until details of a scheme for the provision of a crossing facility (toucan) at a location on Rampton Road to be agreed with Cambridgeshire County Council has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

jj) No development shall take place until details of a scheme for the improvement of the pedestrian and cycle facilities on Rampton Road has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the

adopted Local Development Framework 2007.)

kk) No development shall take place until details of a scheme for the widening of the footway to enable shared use by walking and cycling on the east side of the B1049 within the 30mph zone between the junctions of Dunstal Field and Appletree Close has been submitted to and approved in writing by the Local Planning Authority. The works shall include resurfacing and widening the path to 2.5 metres where possible within the public highway. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

ll) No development shall take place until details of a scheme for the provision of a bus shelter at the nearest bus stop on Lambs Lane has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

mm) No development shall take place until details of a scheme for the provision of cycle stands in the Cottenham village has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to first occupation of any dwelling or in accordance with an implementation programme that has been agreed in writing by the Local Planning Authority.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

nn) A Design Code and parameter plan with densities, buildings heights and full landscape details shall be provided prior to the submission of any reserved matters application.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

oo) No development shall take place until details of the existing and proposed levels and contour information of any landform changes including the drainage basin has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

pp. No works or development shall be carried out until the local planning authority has approved in writing a site wide soft landscaping and tree planting scheme for the strategic landscaping elements of the development. The scheme shall include a management plan and specification for the care and maintenance of the approved soft landscaping scheme which shall include watering, nutrition, mulching, weed control, formative pruning, maintenance of supporting hardware and fittings.

Each Reserved Matters application shall include a soft landscaping and tree planting

scheme, and five year management plan, that shall be in accordance with the approved site wide scheme and management plan.

The approved landscaping and tree planting scheme for each Reserved Matters application shall be completed within the first planting season (October to March) following first occupation of a dwelling on the relevant phase of development.

The approved soft landscaping management plan for each Reserved Matters application shall apply for a period of five years and shall come into effect and be implemented from the date of the planting of the approved soft landscaping scheme.

(Reason. To ensure adequate landscaping on site in accordance with the adopted Landscape in new developments SPD (2010). The condition is required prior to the commencement of works to ensure that strategic landscaping is satisfactorily incorporated in to the development.)

Section 106 agreement

- a) Affordable Housing
- b) Open Space
- c) Community Facilities
- d) Waste Receptacles
- e) Education
- f) Health
- g) Transport Requirements
- h) Surface Water Scheme Maintenance
- h) Archaeological Exclusion Zone Maintenance
- i) Landscape and Ecological Management Plan for all areas outside private ownership

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References: S/1411/16/OL, S/1818/15/OL, S/1952/15/OL, S/1606/16/OL and S/2876/16/OL

Report Author:

Julie Ayre
Telephone Number:

Team Leader East
01954 713313

The Parish Office,
Right Side Entrance, Community Centre,
250a High Street,
Cottenham,
Cambridge CB24 8XZ
Tel: 07503 328401
clerk@cottenhampc.org.uk

4th July 2016

FAO Karen Pell-Coggins
Planning & New Communities
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA

Dear Karen

Planning Application S1411/16/OL - Development off Rampton Road Cottenham

Cottenham Parish Council strongly recommends refusal of this proposal. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre incapable of sustaining a development of this scale. The adverse impacts of this development, particularly the flood risk **NPPF 100-103**, impact on landscape and traffic increase **NPPF 39** and loss of agricultural land **NPPF 112**, significantly outweigh the benefits of up to 200 homes (40% "affordable") and 70 care places and represent grounds for refusal according to **NPPF 14**. In particular, rather than 'improving' as per **NPPF 9**, it will have a significant negative effect on the Cottenham community.

- a) As in the earlier rejected **S/1818/15/OL** application, we have grave misgivings about the suggested design of the access points onto Rampton Road. This is already a busy road feeding traffic to the rest of the village and beyond via very busy and roundabouts, acknowledged in the application to operate at, or beyond, capacity if the development proceeds without mitigation. Since the traffic generation has, we believe, been under-estimated, we calculate that many of these junctions will become gridlocked if this development proceeds. Vehicle ownership and use, based on independent local measurements, has been seriously underestimated and the proposed travel plan will not mitigate this. The increased intensity of traffic and lack of adequate segregation between pedestrians, cycles and vehicles, especially at these access points, will significantly increase accident risk. The anticipated queue lengths and the related exhaust pollution are unsustainable economically, environmentally and socially. This is contrary to adopted SCDC policy **TR/3** mitigating travel impact of the development control policies DPD
- b) Viewed from Rampton Road, the effect of extending the ridge line of the built environment of Cottenham village into open countryside would result in demonstrable and significant harm to the landscape character. This conflicts with the requirements of **NPPF 59** and **61**, policies **DP/3** development criteria and **NE/4** landscape character areas of the development control policies DPD, the adopted District Design Guide SPD and policies **NH/2** Protecting and Enhancing Landscape Character of the emerging Local Plan. In the recent survey, conducted as part of the Neighbourhood Plan development, 90% of the 973 respondents considered that preserving the character of Cottenham is

important. This very real perception of residents and the need for protection is supported by **NPPF 109** and **113**.

- c) In conflict with **NPPF 100-103**, the proposed development will expose Cottenham to an existential flood threat. Cottenham Lode, with embankments already below the 1 in 100 year flood risk, takes surface water not only from Cottenham but also from many villages far to the south-east, including excess water from Northstowe in high level conditions. The surface water attenuation being proposed for this development, despite several design attempts, appears insufficient to bring run-off levels down to that which can safely be managed by the pumps of the Old West Internal Drainage Board. A flood event in this scenario would have devastating consequences for Cottenham environmentally, economically and socially. The Old West Internal Drainage Board has clearly stated their acceptable run-off rate and their approval is necessary for the development to proceed. The time needed to achieve an acceptable design could seriously compromise the scheme's delivery timescales, limiting the scheme's ability to contribute to closing the 5-year housing supply.
- d) The proposed development asserts as its main benefit, that 40% of the homes will be "affordable". The application includes (paragraph 2.4.3 of the Socio-economic Report) a DCLG specification (Land Registry and the Annual Survey of Hours & Earnings, ONS) of affordability as requiring a **mortgage 3.5x gross income** compared to the Cambridgeshire average of 7.7x. With local construction worker wages quoted at £28,000 gross, mortgage of £100,000 plus a 10% deposit implies that these houses will be sold at £120,000 each despite costing £95 per square foot to build. Should this development go ahead and to avoid claims of misrepresentation, we request a binding condition be placed on the affordability criterion, proportion, relative mortgage cost, and local residency credentials of potential purchasers or occupants of these affordable properties so they remain locally truly affordable "in perpetuity".

Many of the arguments stated by the promoter are in the context of national planning policy or the wider context of South Cambridgeshire based on the district's lack of 5-year housing land supply nullifying many of SCDC's development control policies. However location matters and this proposal is for Cottenham and, in that context, is not sustainable economically, environmentally or socially.

1. Cottenham is the wrong place for this development
2. Rampton Road is the wrong place for this development
3. The scale of the development is wrong for Cottenham
4. The promised affordable homes are unlikely to be affordable in Cottenham

1 Cottenham is the wrong place for this development

Cottenham Parish Council strongly recommends refusal of this proposal. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre incapable of sustaining a development of this scale. The adverse impacts of this development, particularly the flood risk **NPPF 100-103**, impact on landscape and traffic increase **NPPF 39** and loss of agricultural land **NPPF 112**, significantly outweigh the benefits of up to 200 homes (40% "affordable") and 70 care places and represent grounds for refusal according to **NPPF 14**. In particular, rather than 'improving' as per **NPPF 9**, it will have a significant negative effect on the Cottenham community and should be rejected under **NPPF 14**.

Flood risk - NPPF 100 to 103

Cottenham is vulnerable to flooding and the Cottenham Lode, while embanked as it passes through Cottenham, is expected to carry surface water from a wide area to the south-west of Cottenham including, under high water conditions, flows from Northstowe. Although managed by the Environment Agency,

Cottenham Lode is currently understood not to be able to withstand a 1 in 100 year flood event. While only a small number of houses in Cottenham would be directly affected by such an event, all five arterial roads would be impassable for several days with severe consequences for families with parents or children outside Cottenham during the day for school or work unable to re-unite at home. Those homes might also suffer loss of power and communications during such an event.

This proposed development takes this flood risk too lightly. It is not enough to raise floor levels to 150mm above the surrounding ground or increase the size of the retention pond, implicitly recognising the flood risk. It is not enough to install retention ponds with control systems designed to restrict run-off rates to 19 litres / second. The run-off from this 3.7 hA development is proposed to be over 5 litres per second per hectare, well above the level (1.1 litres/second/hectare as in their letter) that the Old West Internal Drainage Board's pumps can deal with. And it is those pumps which must prevent an overflow of the Catchwater Drain, into which the outfall from this site must pass, on its way to the Cottenham Lode.

Further safety margins need to be included to account for a progressive increase in the impermeable area of the development as householders extend property, add parking spaces or even paved paths. In addition maintenance of the efficacy of retention ponds is a challenge as demonstrated by the poor maintenance state of the balancing pond and outfall at the nearby Tenison Manor estate.

Unless the banks of the Lode itself are raised to a higher protection standard, the retention pond size is increased to reduce maximum run-off rates below 5 litres per second and the control system is designed to a high standard of integrity, including its power supplies, the flood risk from this proposal is unacceptable.

Traffic – NPPF 34

NPPF 34 requires that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Cottenham is already a congested place in rush hours with traffic flowing south into the village from Ely and East Cambridgeshire via Twenty Pence Road. That normal flow is amplified at the Village Green when traffic from Willingham, Earith and beyond joins the rush towards Histon and Cambridge. The usual heavy traffic flow reaches gridlock whenever the A10 or A14 is compromised.

The Travel Plan acknowledges that it will increase rush hour traffic by 20% on an already busy road. This traffic will then flow onto nine identified junctions with known congestion problems:

9.7.2 SJ2 Lambs Lane

9.8.2 SJ3 Rampton Road

9.8.3 SJ3 Rampton Road / Oakington Road

9.9.4 SJ4 High Street

9.10.4 SJ5 High Street

9.11.3 SJ6 B1049S

9.12.3 SJ7 Denmark Road

9.14.3 SJ9 Oakington

9.15.3 SJ10 Histon - Impington Lane / Water Lane

9.17.2 SJ11 A14 / B1049

We believe that traffic generation from this proposed estate will be much higher than estimated in the application for three main reasons:

- car ownership is likely to be considerably higher than in the mature Pelham Way estate used in the application, as demonstrated by independent measurement of Brenda Gautrey Way and Tenison Manor
- car usage will be higher than any of Brenda Gautrey Way, Pelham Way and Tenison Manor due to the increased distance from the village's core facilities, thus discouraging walking

The Travel Plan is flawed and inappropriate in a rural location with only limited public transport access to other locations beyond Cambridge City centre. We lack confidence in the plan to decrease the number of traffic movements and assert it is inconsistent with **NPPF 32, 34, and 35**.

Conservation Area

Cottenham's **Conservation Area** is a significant heritage asset with many features documented in the **Village Design Statement SPD**. 90% of 973 respondents to the recent Neighbourhood Plan survey considered that preserving the character of the village and conservation area is important. This very real perception of residents and the need for protection is supported by **NPPF 131, 132, 134 and 138**.

The development is incongruous to the built development of Cottenham – a developed core with only linear development on arterial roads - contrary to both **NPPF 17, 131, 132, 134 and 138** and the **Cottenham Village Design Statement** and **DP/1p, DP2/a and DP/3.2**.

Public Open Space

Cottenham currently has an approximate 9 hA deficit in terms of public open space which this proposal does nothing to alleviate. The on-site space may be well-provisioned for residents of the site but the site itself is too far from the village's residential centres to be of benefit to most existing residents.

Loss of agricultural land: NPPF 112.

The site is good quality agricultural land.

2 Rampton Road is the wrong place for this development

NPPF 55 requires that housing should be located where it will enhance or maintain the vitality of rural communities so as to promote sustainable development in rural areas. The distance of the development from the village core will lead to an increase in traffic and parking, therefore damaging the character of the village core and the views approaching the village from Oakington or Rampton.

Cottenham's **Conservation Area** is a significant heritage asset with many features documented in the **Village Design Statement SPD**. 90% of 973 respondents to the recent Neighbourhood Plan survey considered that preserving the character of the village and conservation area is important. This very real perception of residents and the need for protection is supported by **NPPF 131, 132, 134 and 138**.

The development is incongruous to the built development of Cottenham – a developed core with only linear development on arterial roads - contrary to both **NPPF 17, 131, 132, 134 and 138** and the **Cottenham Village Design Statement** and **DP/1p, DP2/a and DP/3.2**.

We also agree that, viewed from Rampton Road, the effect of extending the ridge line of the built environment of Cottenham village into open countryside would result in demonstrable and significant harm to the landscape character. This conflicts with the requirements of **NPPF 59** and **61** policies **DP/3** development criteria and **NE/4** landscape character areas of the development control policies DPD, the adopted District Design Guide SPD and policies **NH/2** Protecting and Enhancing Landscape Character of the emerging Local Plan. In the recent survey, conducted as part of the Neighbourhood Plan development, 90% of the 973 respondents considered that preserving the character of the village is important. This very real perception of residents and the need for protection is supported by **NPPF 109, 113**.

Traffic

The Neighbourhood Plan survey indicated that 45% of residents already have concerns about the volume of traffic and speeding in the village. 84% of respondents feel that development will bring more traffic and as such the additional traffic generated is sufficient in itself to refuse **DP/3 2k**.

The travel plan is flawed and it is not appropriate in a rural location. We lack confidence in the plan to decrease the number of traffic movements. Contrary to **NPPF 32, 34, 35, 37, 38 and 39**.

Rampton Road is a busy road with some 700 vehicles (800 by 2020) passing the site entrances at substantial speeds in the morning rush hour.

The Gladman Transport and Travel Plans, although suggesting predicted generated traffic levels of 0.518 (0.546 in Travel Plan) per household in the morning rush hour, only aspire to reduce the measured level by 10% over the first five years of the project. With 200 planned houses, this represents an additional 20% or more level of traffic flows.

That 0.5 level admits that more than 100 vehicles per hour (+15%) will be added every day to the current load.

However, independent measurement of actual trip generation measurements on two similar (and more representative estates than Pelham Way used in the reports) Cottenham estates in April 2016 suggest a figure between 0.7 and 0.8 (equivalent to 200 additional trips, a 25% increase) is more appropriate for an estate of this size in Cottenham where vehicle ownership and dependency is higher than might be the case elsewhere. A figure near the high end of this range is likely as the proposal is much further from the village core than any of these three estates, reducing the likelihood that residents will walk to the shops and other amenities in the core.

Reducing this increase, by increasing modal share of passenger transport, cycling and walking will be particularly challenging given the distance of the site from Cottenham's facilities, cyclist and pedestrian safety issues, the limited public transport options and the nature of employment in Cambridge.

Worryingly the Travel Plan only assumes a 10% reduction on "business as usual" The increased intensity of traffic and lack of adequate segregation between pedestrians, cycles and vehicles, especially at these access points, will significantly increase accident risk at these points.

Pedestrian access does rely on significant improvements to speed management on Rampton Road and also the quality of pavements between the site and Lambs Lane, including a safe crossing over Rampton Road.

The application states that there is footpath access available from the site coming out on Rampton Road between 83 and 85. (Transport Assessment 4.3.1) From previous discussions with the owners of 83 they have vehicular access rights over this single lane track. Also it sits outside of the Gladman plot and so is in different ownership. On these 2 grounds it should be discounted from any assessment which significantly impacts on the applicant's assessment of walking distances and feasibility to the village core. Other statements about distances to core village facilities on foot will have to be reassessed and increased where referenced in the application information.

Regarding the proposed new accesses :

- the secondary access (117 Rampton Road) would probably bear the burden of traffic, requiring some form of priority control.
- the main site access road has now been moved further along Rampton Road such that it is now half way down the hill just after Rampthill farm. With traffic rounding the bend at speed from Rampton and reduced the visibility for traffic coming down the hill from Cottenham, this location appears more dangerous than the earlier plan.

Noise/pollution: Contrary to **NPPF 58, 110 and 123**. Although Gladman have made efforts to lessen the acknowledged traffic noise on the design of the new build there is nothing to lessen effects on existing residents on Rampton Road or indeed the rest of the village.

Due to the proximity to the edge of the village the development fails to be sustainable (**DP/1b** – minimise the need to travel and reduce car dependency) and **NPPF 34, 35, 37 and 38**.

3 The scale of the development is wrong for Cottenham

Cottenham Parish Council strongly recommends refusal of this proposal. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre incapable of sustaining a development of this scale. The adverse impacts of this development, particularly the flood risk **NPPF 100-103**, impact on landscape and traffic increase **NPPF 39** and loss of agricultural land **NPPF 112**, significantly outweigh the benefits of up to 200 homes (40% “affordable”) and 70 care places and represent grounds for refusal according to **NPPF 14**. In particular, rather than ‘improving’ as per **NPPF 9**, it will have a significant negative effect on the Cottenham community and should be rejected under **NPPF 14**.

1. **Scale and Proximity:** The recent survey, conducted as part of the development of Cottenham’s Neighbourhood Plan received nearly 1,000 replies. Within this, 66% of residents were neither in favour of large developments nor of such developments when built on the periphery of the village environment. This development, being more than a sustainable 800 metre walking distance from the village core, fails to be sustainable as it will encourage car dependency (**DP/1 1 b** – minimise the need to travel and reduce car dependency) and **NPPF 34, 35, 37 and 38**.
2. **Pre-school places:** Cottenham has a known excess of demand over places which will get worse with the change of rules from September 2017 and the proposed development will increase that demand without doing anything about the supply so the development fails to meet **NPPF 72**. In the recent Neighbourhood Plan survey, 44% of respondents identified the need to increase pre-school provision. Cottenham’s proposed new Village Hall provisionally includes a £600,000 facility for 30 early years nursery places. The proposed developer contribution appears insufficient to implement such a facility.
1. **Medical/day care facilities:** the development will increase both the general population by approx. 10% but with a bias towards the elderly which will increase demands on our already overburdened facilities. Increased pressure on Medical facilities was identified as a significant problem by 75% of residents in the recent Neighbourhood Plan survey. As previously commented these facilities are currently located an unsustainable distance from the development site. The development fails to meet **DP/1 1 m** and **DP/3 1f**. In response to the survey, a new Medical Centre is already being considered to cope with Cottenham’s current 6,500 population at a project cost of around £1,200,000. Large developments such as proposed here add nearly 10% to that unmet demand; the proposed developer contribution falls significantly short of the relevant cost.
2. **Leisure:** Leisure facilities were seen as inadequate by 68% of residents in the recent Neighbourhood Plan survey. A 10% increase in population will only exacerbate this problem. While the proposed development is located close to many of the outdoor facilities in the village it’s an unsustainable walking distance from the core of the village. There is no meaningfully sustainable way for established residents to use the facilities onsite. The development fails to meet **DP/1 1 m** and **DP/3 1f** and **NPPF 58 and 59**. A feasibility study for a new Village Hall has projected a cost of around £2,500,000 including a possible £600,000 for an early years nursery facility or hub for small businesses. The suggested developer contribution is inadequate to ensure adequate funding for this project.
3. **Overloading of Primary School:** Contrary to **NPPF 72** and **DP/1 1m, DP/4 2 15**, the development will overload the recently-extended Primary School, already one of the largest in Cambridgeshire. Any further increase in capacity risks damage to the cohesive role that the school plays in the village. A clear view (62%) from the recent Neighbourhood Plan survey is the value of having one primary school serving the whole village. The recently-completed extension was only built to cope with the current capacity of 630. Further expansion would inevitably, for child safety and traffic considerations, require a second access road leading to a loss of agricultural land and/or Public Open Space which, as mentioned before, is in deficit.

4. **Employment:** the development fails to meet **NPPF 17 and 19** as well as **DP/1 1b**. Without local employment provision it will increase local commuter traffic. The recent Neighbourhood Plan survey identified that 57% saw the development of local employment as being important. Without local provision it will increase local commuter traffic. The new Village hall is being designed at a projected cost of around £2,500,000 including a possible £600,000 for an early years nursery facility or hub for small businesses; if constructed this will go some way towards closing the supply gap.

4 The development is unlikely to deliver 40% truly affordable homes for Cottenham

Affordable housing: In principle Cottenham needs more affordable homes but only if they are truly affordable and not built at the expense of an excessive number of market homes disconnected from the village environment. Unless they can be built within reach of a mortgage of 3.5x gross salary as recommended by DCLG (Land Registry and the Annual Survey of Hours & Earnings, ONS) and quoted in section 2.4.3 of the Affordable Homes ...) they will be out of reach of village residents most in need of them and cannot be considered as affordable **NPPF Annex 2**.

Another issue with the affordable homes is their distance from the village core; an 800 metre distance is regarded as truly sustainable whereas these will be over 1200 meters away encouraging rather than discouraging car use.

Due to the distance from the core of the village the development fails to be sustainable (**DP/1b** – minimise the need to travel and reduce car dependency) and **NPPF 34 and 35**.

Yours sincerely



Frank Morris

Chair

Appendix – Transport & Travel Plan

The **Transport and Travel Plans** have numerous errors or omissions with consequences for traffic volumes or road safety:

4.2.5.6 The speed surveys were conducted in March 2015; relying on measurements taken a non-neutral month is not in line with practice set by ...

4.2.5.7 The surveys indicate a considerable proportion of vehicles travelling at over 40mph near the 30mph limited area at the proposed site access.

4.2.6 The surveys indicate a considerable proportion of vehicles travelling at nearly 40mph within the 30mph limited area near the proposed site access. Achieving acceptable visibility requirements will need more than simple relocation of the 30mph boundary as has been found on Beach Road where an additional 40mph buffer zone has been introduced.

4.3 Given the prevailing road speeds it is likely that only a segregated cycle path would provide adequate safety for cyclists. The proposed internal cycle route depends on a possible future development by Persimmon and must be discounted here. Roads within Cottenham are not conducive to safe cycling due to frequent width constraints introduced in 1993 as part of the traffic-calming scheme; these chicanes force cyclists to dismount or cross into the path of motorists. The proposed Toucan crossing on Rampton road will help but appears not to be fully funded yet is only necessary as a result of the increased pedestrian and road traffic caused by the development.

4.4 No consideration has been given to mobility-impaired residents wishing to access facilities in the village core some considerable distance away.

5.1.1 Walking is the most important mode of travel at the local level BUT 2Km is an unsustainable walking distance for a substantial proportion of adult residents, especially those (most) with access to a car.

5.1.2 reinforces 2Km as the maximum walking distance, implying that 400m is much more sustainable.

5.1.3 Only the Primary School and a bus stop are within the 800m / 10 minute walk isochrones from the proposed site; all other village facilities are further away. Even the bus stops are the final stops on a 1-way journey around the village which terminates at Lambs Lane. Ongoing travel is often subject to considerable synchronisation delays at this stop. The legitimacy of using the suggested walk route alongside xxx Rampton Road is questioned. We note the s106 offer to improve the bus stop on Lambs Lane and provide electronic timetable information there but would point out that already exists at the terminus bus stop a little further along Lambs Lane.

5.1.4 While many village facilities are within 2km of the site, it is unlikely that many residents would choose to walk to places such as Travis Perkins, supermarket or greengrocer with all but the lightest of purchases. The Anglican Church is beyond 2Km from the site.

5.1.5 highlights how few village facilities are beyond 800m practical walking distance from the site. The Post Office distance appears not to be the distance to the current Post Office which is now about 1500m from the site.

5.1.8 Linkage with other village pedestrian infrastructure does not mitigate the effect of distances involved.

5.1.9 Linkage with other village pedestrian infrastructure does not mitigate the effect of distances involved, although the Toucan crossing will improve safety on Rampton road if implemented. Rampton Road is a busy road with some 700 vehicles (800 by 2020) passing the site entrances at substantial speeds in the morning rush hour.

5.2 While cycling opens up some more options, especially access to the Guided Busway, the small proportion of people willing or able to make 25 minute journeys (the Chartered Institute for Highways & Transportation guideline for maximum distance cyclable comfortably by a reasonably fit person) is limited as demonstrated by the relatively small number of commute journeys by Cottenham residents made by cycle.

5.3 appears completely unfounded. Future residents of the proposed development will not have good accessibility to services they might use daily or major employment locations without extensive use of a car. In addition, the nature of most Cambridge jobs precludes car-sharing.

6.2 The site is not well-served by public transport when its nearest bus stops, some 500m from the site centroid, are at the end of a bus route. Even after this discontinuity, the service only meanders to Cambridge City Centre. No improvements have been suggested

6.3.2 implies that Citi8 services still run beyond Cambridge City Centre – not true.

6.3.3 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required, adding considerably to the times required.

6.3.5 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required, deterring commuters.

6.3.6 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required to reach the railway station, deterring commuters.

6.4 Suggesting drivers access the Guided bus by parking at Longstanton is hardly a “desire line” when there are Park & Ride facilities within a shorter distance.

6.5.1 Waterbeach is beyond reasonable cycling distance and parking there is all but impossible after 8am on weekday mornings. Chartered Institution of Highways & Transportation advises that a distance of 5 miles is the limit for comfortable cycling by a reasonably fit person

6.6.3 Cambridge is beyond reasonable cycling distance and the Citi8 no longer reaches the station.

6.6 The site is not adequately served by public transport and no improvements have been suggested. In the recent Neighbourhood Plan survey, 63% of residents wanted to see improvements in public transport links to Cambridge with only 11% currently using the bus 4 or more times a week. Bus services run at 20 minute intervals and a shorter journey time to Cambridge was the single most-cited (78%) incentive to use bus services more. This issue is not sufficiently addressed by the Travel Plan.

5. At 7.1.2 of the new travel plan there is a proposal to add a cycle footpath between the accesses to the site and the junction with Lambs lane. This can not be accommodated with the narrow width of the path.

7.5 The Travel Plan target of a 2-way vehicle trip rate of 0.546 vehicles per hour per dwelling within 5 years appears ambitious if not impossible. Our own actual trip generation measurements, carried out by independent consultants, on two representative Cottenham estates in April this year and TRICS data suggest a figure between 0.7 and 0.8 is more appropriate for an estate of this size in Cottenham where vehicle ownership and dependency is higher than might be the case elsewhere. Increasing modal share of passenger transport, cycling and walking will be particularly challenging given the distance of the site from Cottenham’s facilities, cyclist and pedestrian safety issues, the limited public transport options and the nature of employment in Cambridge. More worrying is the proposal to set a baseline after measurement then reduce it by just 10%.

8.3.1 We have serious reservations about the ability of the use of historic data, some as much as 15 years old, in the TRICS database to properly represent future travel conditions for an affluent village in such close proximity to a hyper-growth city like Cambridge. The TRICS data derived from the David Wilson Homes situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas real measurements commissioned by independent consultants for Cottenham Parish Council for the similarly-located Brenda Gautrey Way estate measured some 73 two-way trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour). Check 3 Nov as “neutral”

3. The use of Pelham Way as a baseline for measuring existing traffic flows (8.8.2.4 of Transport Assessment) is flawed as the housing in this area is in a different stage of maturity having been built in the 1970s. As such the age profile of the residents will generally be older than purchasers on a new estate that are likely

to have a higher percentage of families with working members. A more valid comparison would be to assess the traffic from the Tenison Manor estate - newer estate and more compatible in size.

8.5 Background traffic growth ignores any potential traffic growth from Endurance and other proposed developments in the vicinity. The TRICS data derived from the David Wilson Homes situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas real measurements commissioned by independent consultants for Cottenham Parish Council for the similarly-located (although closer to the village core) Brenda Gautrey Way estate measured some 73 two-way trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour).

8.7.1 The modal split is likely to have changed since the 2011 census, particularly against the use of bus following the curtailment of the Citi 8 service at Cambridge city centre, forcing more people to use private car transport. The location of the site and its distance from core village facilities, combined with limited public transport options are likely to increase the proportion of such departures and arrivals that are made as single person car journeys.

8.8.1 We have serious reservations about the ability of the use of historic data, some as much as 15 years old, in the TRICS database to properly represent future travel conditions for an affluent village in such close proximity to a hyper-growth city like Cambridge. The TRICS data derived from the David Wilson Homes situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas real measurements commissioned by Cottenham Parish Council for the similarly-located Brenda Gautrey Way estate measured some 73 trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour).

8.8.2 The traffic generated by the proposed development will have a material effect on the local highway network for two reasons. The traffic likely to be generated will be around twice that suggested and more of that traffic, following the closure of direct access to the A14, will flow via Rampton Road and Histon Roads towards Cambridge.

8.10 We believe, following evidence from both the Brenda Gautrey Way and Tenison Manor estates that traffic generation will exceed 150 two-way trips in the morning rush hour, a material addition to the 800 vehicles passing the site, saturating the Oakington Road junction and taking the traffic entering Histon Road well above 1,000 vehicles per hour.

10.3 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

10.5 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

The meandering nature and extended journey time of the Citi8 limit its value as an alternative to single-person car journeys

- Cottenham does not host a full 6th form; students travel to Histon or Cambridge

10.7 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

- The meandering nature and extended journey time of the Citi8 limit its value as an alternative to single-person car journeys

10.8 When the existing road junctions appear to operate at capacity already it is inconceivable that adding some 150 vehicle trips in the morning rush hour will not saturate some or all of these junctions leading to serious congestion, pollution and safety hazards for everyone.

10.9 AHA's analysis is flawed and does not demonstrate that the proposed development is consistent with the sustainable development objectives of national and local planning guidance.

The Parish Office,
Right Side Entrance, Community Centre,
250a High Street,
Cottenham,
Cambridge CB24 8XZ
Tel: 07503 328401
clerk@cottenhampc.org.uk

14th November 2016

FAO Karen Pell-Coggins
Planning & New Communities
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA

Dear Karen

Planning Application S1411/16/OL - Development off Rampton Road Cottenham

Cottenham Parish Council, while noting the recent amendments, strongly recommends refusal of this proposal as unsustainable under the National Planning Policy Framework (**NPPF7**) because the economic benefits are significantly outweighed by the environmental and social disbenefits.

In particular, while there would be undoubted economic benefits in terms of affordable homes, which are required in Cottenham, and market homes, which are in short supply across South Cambridgeshire. However, this development is too large for Cottenham, especially following recent approval of the Endurance Estates application to build 50 homes and the recently-completed Racecourse View comprising 47 homes. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre, and its sustainability is being threatened by a series of larger developments, especially when the development does not fit well with existing infrastructure or infrastructure provision lags the housing development.

The adverse environmental and social impacts of this development, particularly the urbanisation of Rampton Road to cope with the increased traffic **NPPF 39**, medium and long-term flood risk from the necessarily large and complex SUDS **NPPF 100-103**, impact on landscape and traffic increase and loss of agricultural land **NPPF 112**, potential damage to a listed building **NPPF 129**, pressure to expand the largest primary school in Cambridgeshire, and the disruptive effect of such an expansion on Cottenham's Recreation Ground **NPPF 70** significantly outweigh the economic benefits of up to 200 homes (up to 40% "affordable") and up to 70 care places.

Other issues, such as the need for additional indoor community facilities, medical facilities, early years accommodation and open space for sport, and additional space for burials can be mitigated by appropriate developer contributions. Overall, the proposal does not "improve" as required by **NPPF9** and is not truly sustainable as required by **NPPF14**.

- a) **Housing supply** – the proposal offers up to 200 houses, up to 40% of which may be "affordable", plus up to 70 residential places with care on a site. However it is sufficiently far outside the established development framework as to risk creation of a relatively isolated

community on the edge of the established village. Being more than 1,200 metres from most village facilities, it will encourage use of unsustainable modes of transport. There appear to be other sites in Cottenham, especially within 800 metres of the village core in the north-east, that could be more sustainable and capable of better integration. In the representative Neighbourhood Plan survey, 69% disagreed with the suggestion of allowing large developments in Cottenham and, while 56% thought it important to improve the availability of affordable homes, 64% disagreed with the provision of 100 affordable homes within a 250 home development.

- b) **Traffic** – the latest proposal includes draconian highway re-engineering measures to mitigate the traffic congestion and queuing at the Oakington Road / Rampton Road junction and beyond; the base modelling seems to have under-estimated today's traffic and the likely additional traffic generated by the estate (see **Appendix 1**). Even then, the proposed mitigation measures are extremely disruptive and will change the amenity and character of this part of Rampton Road, especially adjacent to the Grade II listed John Moreton 1853 almshouses, which are likely to suffer vibration damage and houses against which the proposed speed cushions are located. Every 100 houses will, based on comparisons with Brenda Gautrey Way, a similar Cottenham estate, add 50 outbound and 26 inbound trips to the local road network which already has capacity issues leading to queues, especially at the Oakington road / Rampton Road roundabout and elsewhere in the local network. The extent of modelling and revision already demonstrates that this network is close to severe overload. This modelling needs to be revisited using real traffic flow measurements taken in neutral months avoiding discrepancies due to holidays and weather effects. In the representative Neighbourhood Plan survey, 95% thought it important not to let noise and pollution increase while 87% wanted to make it easier to move in, out and around the village.
- c) **Safety** As in the earlier rejected **S/1818/15/OL** application, we have grave misgivings about the suggested design of the access points onto Rampton Road. This is already a busy road feeding traffic to the rest of the village and beyond via very busy junctions and roundabouts, acknowledged in the application to operate at, or beyond, capacity if the development proceeds without mitigation. The increased intensity of traffic and lack of adequate segregation between pedestrians, cycles and vehicles, especially at these access points, will significantly increase accident risk. The anticipated queue lengths and the related exhaust pollution are unsustainable economically, environmentally and socially. This is contrary to adopted SCDC policy **TR/3** mitigating travel impact of the development control policies DPD. In the representative Neighbourhood Plan survey, 92% wanted Cottenham still to be described as safe in 15 years time.
- d) **Amenity** Viewed from Rampton Road, the effect of extending the ridge line of the built environment of Cottenham village into open countryside would result in demonstrable and significant harm to the landscape character. This conflicts with the requirements of **NPPF 59** and **61**, policies **DP/3** development criteria and **NE/4** landscape character areas of the development control policies DPD, the adopted District Design Guide SPD and policies **NH/2** Protecting and Enhancing Landscape Character of the emerging Local Plan. In the recent survey, conducted as part of the Neighbourhood Plan development, 90% of the 973 respondents considered that preserving the character of Cottenham is important. This very real perception of residents and the need for protection is supported by **NPPF 109** and **113**. In the representative Neighbourhood Plan survey, 94% thought it important to preserve the character of the village and its Conservation Area.

- e) **Flood risk** In conflict with **NPPF 100-103**, the proposed development will expose Cottenham to an existential flood threat. Cottenham Lode, with embankments already below the 1 in 100 year flood risk, takes surface water not only from Cottenham but also from many villages far to the south-east, including excess water from Northstowe in high level conditions. The claimed performance of the proposed surface water attenuation, after several design attempts, appears sufficient to bring run-off levels down to that which can safely be managed by the pumps of the Old West Internal Drainage Board. However, technical feasibility has not been demonstrated nor have long-term maintenance arrangements been suggested. A flood event in this scenario would have devastating consequences for Cottenham environmentally, economically and socially. The Old West Internal Drainage Board has clearly stated their acceptable run-off rate and their approval is necessary for the development to proceed. The time needed to achieve an acceptable design and long-term maintenance agreements could seriously compromise the scheme's delivery timescales, limiting the scheme's ability to contribute to closing the 5-year housing supply.
- f) **Affordability** The proposed development asserts as its main benefit, that up to 40% of the homes will be "affordable". The application includes (paragraph 2.4.3 of the Socio-economic Report) a DCLG specification (Land Registry and the Annual Survey of Hours & Earnings, ONS) of affordability as requiring a **mortgage 3.5x gross income** compared to the Cambridgeshire average of 7.7x. With local construction worker wages quoted at £28,000 gross, mortgage of £100,000 plus a 10% deposit implies that these houses will be sold at £120,000 each despite costing £95 per square foot to build. Should this development go ahead and to avoid claims of misrepresentation, we request a binding condition be placed on the affordability criterion, proportion, relative mortgage cost, and local residency credentials of potential purchasers or occupants of these affordable properties so they remain locally truly affordable "in perpetuity".

Many of the arguments stated by the promoter are in the context of national planning policy or the wider context of South Cambridgeshire based on the district's lack of 5-year housing land supply nullifying many of SCDC's development control policies. However sustainability requires a balance between economic, environmental and social benefits and disbenefits, not only at the South Cambridgeshire level but also in Cottenham. Location matters and this proposal is for Cottenham and, in that context, is not sustainable economically, environmentally or socially.

1. Cottenham is the wrong place for this development
2. Rampton Road is the wrong place for this development
3. The scale of the development is wrong for Cottenham
4. The promised affordable homes are unlikely to be affordable in Cottenham

1 Cottenham is the wrong place for this development

The proposal offers economic benefits in terms of affordable homes, which are required in Cottenham, and market homes, which are in short supply across South Cambridgeshire. However, this development is too large for Cottenham, especially following recent approval of the Endurance Estates application to build 50 homes and the recently-completed Racecourse View comprising 47 homes. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre, and its sustainability is being threatened by a series of larger developments, especially when the development does not fit well with existing infrastructure or infrastructure provision lags the housing development.

The adverse environmental and social impacts of this development, particularly the urbanisation of Rampton Road to cope with the increased traffic **NPPF 39**, medium and long-term flood risk from the necessarily large and complex SUDS **NPPF 100-103**, impact on landscape and traffic increase and loss of agricultural land **NPPF 112**, potential damage to a listed building **NPPF 129**, pressure to expand the largest primary school in Cambridgeshire, and the disruptive effect of such an expansion on Cottenham's Recreation Ground **NPPF 70** significantly outweigh the economic benefits of up to 200 homes (up to 40% "affordable") and up to 70 care places.

Flood risk - NPPF 100 to 103

Cottenham is vulnerable to flooding and the Cottenham Lode, while embanked as it passes through Cottenham, is expected to carry surface water from a wide area to the south-west of Cottenham including, under high water conditions, flows from Northstowe. Although managed by the Environment Agency, Cottenham Lode is currently understood not to be able to withstand a 1 in 100 year flood event. While only a small number of houses in Cottenham would be directly affected by such an event, all five arterial roads would become impassable for several days with severe consequences for families with parents or children outside Cottenham during the day for school or work unable to re-unite at home. Those homes might also suffer loss of power and communications during such an emergency.

This proposed development takes flood risk too lightly. It is not enough to raise floor levels to 150mm above the surrounding ground or increase the size of the retention pond, implicitly recognising the flood risk. The proposal includes a substantial SUDS which is claimed to reduce run-off rates to within the Old West IDB pumping capacity (1.1 litres/second/hectare); however this performance has not been demonstrated nor have arrangements been made for its long-term maintenance. Cottenham has experience of developer's failure to make adequate arrangements for long-term maintenance of SUDS. And it is that SUDS and the IDB's pumps which must prevent an overflow of the Catchwater Drain, into which the outfall from this site must pass, on its way to the Cottenham Lode.

Further safety margins need to be included to account for a progressive increase in the impermeable area of the development as householders extend property, add parking spaces or even paved paths. In addition maintenance of the efficacy of retention ponds is a challenge as demonstrated by the poor maintenance state of the balancing pond and outfall at the nearby Tenison Manor estate which, in turn, has led to refusal by the County Council to adopt the estate's road network.

Unless the banks of the Lode itself are raised to a higher protection standard, the retention pond and control system demonstrated to reduce maximum run-off rates below 5 litres per second, the control system and its power supplies designed to a high standard of integrity, and adequate long-term maintenance proposal in place, the flood risk from this proposal is unacceptable.

Traffic – NPPF 34

NPPF 34 requires that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Cottenham is already a congested place in rush hours with traffic flowing south into the village from Ely and East Cambridgeshire via Twenty Pence Road. That normal flow is amplified at the Village Green when traffic from Willingham, Earith and beyond joins the rush towards Histon and Cambridge. The usual heavy traffic flow reaches gridlock whenever the A10 or A14 is compromised.

The Travel Plan acknowledges that it will increase rush hour traffic by 20% on an already busy road. This traffic will then flow onto nine identified junctions with known congestion problems:

9.7.2 SJ2 Lambs Lane

9.8.2 SJ3 Rampton Road

9.8.3 SJ3 Rampton Road / Oakington Road

9.9.4 SJ4 High Street

9.10.4 SJ5 High Street

9.11.3 SJ6 B1049S

9.12.3 SJ7 Denmark Road

9.14.3 SJ9 Oakington

9.15.3 SJ10 Histon - Impington Lane / Water Lane

9.17.2 SJ11 A14 / B1049

We believe that traffic generation will be much higher than estimated for three reasons:

- car ownership is likely to be considerably higher than in the mature Pelham Way estate used in the application, as demonstrated by independent measurement of Brenda Gautrey Way
- car usage will be marginally higher than any of Brenda Gautrey Way and Tenison Manor due to the increased distance from the village's core facilities, thus discouraging walking
- Independent measurements of recent real traffic flows taken at key locations for Cottenham Parish Council in late September 2016 (avoiding holiday and weather effects - a neutral month as recommended in the Design Manual for Roads & Bridges but ignored by the Transport Consultants when preparing their Transport Plan). This data demonstrates (see **Appendix 1**) that the likely trip generation rate will be considerably higher than used in the network modelling by Gladman's Transport Consultants.

The Travel Plan is flawed (see **Appendix 2**) and inappropriate in a rural location with only limited opportunities to use public transport beyond Cambridge City centre. We lack confidence in the plan to decrease the number of traffic movements and assert it is inconsistent with **NPPF 32, 34, and 35**.

Conservation Area and Listed Buildings

Cottenham's **Conservation Area** is a significant heritage asset with many features documented in the **Village Design Statement SPD**. 90% of 973 respondents to the recent Neighbourhood Plan survey considered that preserving the character of the village and Conservation Area is important. This very real perception of residents and the need for protection is supported by **NPPF 131, 132, 134 and 138**.

The roundabout changes necessary to manage the traffic from this development bring the road much closer to the Grade II listed John Moreton 1853 almshouses and expose the vulnerable elderly residents to increased pollution and the buildings themselves to serious damage from vibration.

The development itself is incongruous to the built development of Cottenham – a developed core with only linear development on arterial roads - contrary to both **NPPF 17, 131, 132, 134 and 138** and the **Cottenham Village Design Statement** and **DP/1p, DP2/a and DP/3.2**.

Public Open Space

Cottenham currently has a deficit of 2 ha (hectares each 1000m² or about 2.5 acres) or formal sports provision, which this proposal exacerbates. The on-site open space may be well-provisioned for residents of the site but the site itself is too far from the village centre to be of benefit to most existing residents. In addition, should the Primary School expand on or adjacent to its current site, the County Council could insist on using part of the Recreation Ground proposed as Local Green Space (northern segment of **NH12-049**) which would effectively enclose the formal recreation space at a size below that needed for Cottenham. Addition of an alternate location for formal sports would involve fragmentation and significant capital expenditure.

Loss of agricultural land: NPPF 112.

The site is Grade 1 or Grade 2 Best & Most Versatile agricultural land which should not readily be given up.

2 Rampton Road is the wrong place for this development

NPPF 55 requires that housing should be located where it will enhance or maintain the vitality of rural communities so as to promote sustainable development in rural areas. Only the Primary School, Recreation Ground and Village Hall are within an easy 800 metre walking distance. The 1,000 metre plus distance of the development from the village core, especially without the claimed pedestrian access route, will lead to an increase in traffic and parking, therefore damaging the character of the village core and the views approaching the village from Oakington and Rampton.

Cottenham's **Conservation Area** is a significant heritage asset with many features documented in the **Village Design Statement SPD**. 90% of 973 respondents to the recent Neighbourhood Plan survey considered that preserving the character of the village and conservation area is important. This very real perception of residents and the need for protection is supported by **NPPF 131, 132, 134 and 138**.

The roundabout changes necessary to manage the traffic from this development bring the road much closer to the Grade II listed John Moreton 1853 almshouses and expose the vulnerable elderly residents to increased pollution and the buildings themselves to serious damage from vibration.

Even when partially screened with woodland, the substantial site will be visible from several public roads and has a significantly different form to established development at the village edge, including Tenison Manor which is both screened by trees and much less visible from public highways. The development is incongruous to the built development of Cottenham – a developed core with only linear development on arterial roads. - contrary to both **NPPF 17, 131, 132, 134 and 138** and the **Cottenham Village Design Statement** and **DP/1p, DP2/a and DP/3.2**.

We also agree that, viewed from Rampton Road, the effect of extending the ridge line of the built environment of Cottenham village into open countryside would result in demonstrable and significant harm to the landscape character. This conflicts with the requirements of **NPPF 59 and 61** policies **DP/3** development criteria and **NE/4** landscape character areas of the development control policies DPD, the adopted **District Design Guide SPD** and policies **NH/2** Protecting and Enhancing Landscape Character of the emerging Local Plan. In the recent survey, conducted as part of the Neighbourhood Plan development, 90% of the 973 respondents considered that preserving the character of the village is important. This very real perception of residents and the need for protection is supported by **NPPF 109, 113**.

Traffic

The Neighbourhood Plan survey indicated that 45% of residents already have concerns about the volume of traffic and speeding in the village. 84% of respondents feel that development will bring more traffic and as such the additional traffic generated is sufficient in itself to refuse **DP/3 2k**.

The travel plan is flawed (see **Appendix 2**) and it is not appropriate in a rural location. We lack confidence in the plan to decrease the number of traffic movements. Contrary to **NPPF 32, 34, 35, 37, 38 and 39**.

Rampton Road is a busy road with some 700 vehicles (800 by 2020) passing the site entrances at substantial speeds in the morning rush hour.

The Gladman Transport and Travel Plans, although suggesting predicted generated traffic levels of 0.518 (0.546 in Travel Plan) per household in the morning rush hour, only aspire to reduce the measured level by 10% over the first five years of the project. With 200 planned houses, this represents an additional 20% or more level of traffic flows. That 0.5 level admits that more than 100 vehicles per hour (+15%) will be added every day to the current load.

However, independent measurement of actual trip generation measurements on a similar (and more representative estate than Pelham Way used in the reports) Cottenham estate in September 2016 confirm a figure between 0.7 and 0.8 (equivalent to 200 additional trips, a 25% increase) is more appropriate for an

estate of this size in Cottenham where vehicle ownership and dependency is higher than might be the case elsewhere. A figure near the high end of this range is likely as the proposal is much further from the village core than any of these three estates, reducing the likelihood that residents will walk to the shops and other amenities in the core.

Reducing this increase, by increasing modal share of passenger transport, cycling and walking will be particularly challenging given the 1,000 metre plus distance of the site from Cottenham's facilities, cyclist and pedestrian safety issues, the limited public transport options and the nature of employment in Cambridge.

Worryingly the Travel Plan only assumes a 10% reduction on "business as usual". The increased intensity of traffic and lack of adequate segregation between pedestrians, cycles and vehicles, especially at these access points, will significantly increase accident risk at these points.

Pedestrian access does rely on significant improvements to speed management on Rampton Road and also the quality of pavements between the site and Lambs Lane, including a safe crossing over Rampton Road. The application states that there is footpath access available from the site coming out on Rampton Road between 83 and 85. (Transport Assessment 4.3.1) From previous discussions with the owners of 83, they and a few neighbours have vehicular access rights over this single lane track. Also it sits outside of the Gladman plot and so is in different ownership. On these two grounds it should be discounted from any assessment which significantly impacts on the applicant's assessment of walking distances and feasibility to the village core. Other statements about distances to core village facilities on foot will have to be reassessed and increased where referenced in the application information.

Regarding the proposed new access points :

- the secondary access (117 Rampton Road) would probably bear the burden of traffic, requiring some form of priority control.
- the main site access road has now been moved further along Rampton Road such that it is now half way down the hill just after Ramphill farm. With traffic rounding the bend at speed from Rampton and reduced the visibility for traffic coming down the hill from Cottenham, this location appears more dangerous than the earlier plan.
- the suggested pedestrian access should be discounted as we understand Gladman have no rights of way over this route which is essentially a private access controlled by two house-owners.

Noise/pollution

Contrary to **NPPF 58, 110 and 123**. Although Gladman have made efforts to lessen the acknowledged traffic noise on the design of the new build there is nothing to lessen effects on existing residents on Rampton Road or indeed the rest of the village.

Due to the proximity to the edge of the village the development fails to be sustainable (**DP/1b** – minimise the need to travel and reduce car dependency) and **NPPF 34, 35, 37 and 38**.

3 The scale of the development is wrong for Cottenham

The proposal offers economic benefits in terms of affordable homes, which are required in Cottenham, and market homes, which are in short supply across South Cambridgeshire. However, this development is too large for Cottenham, especially following recent approval of the Endurance Estates application to build 50 homes and the recently-completed Racecourse View comprising 47 homes. Cottenham is classified - **ST/5** in the adopted Local Plan - as a minor rural centre, and its sustainability is being threatened by a series of larger developments, especially when the development does not fit well with existing infrastructure or infrastructure provision lags the housing development.

The adverse environmental and social impacts of this development, particularly the urbanisation of Rampton Road to cope with the increased traffic **NPPF 39**, medium and long-term flood risk from the necessarily large and complex SUDS **NPPF 100-103**, impact on landscape and traffic increase and loss of agricultural land **NPPF 112**, potential damage to a listed building **NPPF 129**, pressure to expand the largest primary school in Cambridgeshire, and the disruptive effect of such an expansion on Cottenham's Recreation Ground **NPPF 70** significantly outweigh the economic benefits of up to 200 homes (up to 40% "affordable") and up to 70 care places.

Other issues, such as the need for additional indoor community facilities, medical facilities, early years accommodation and open space for sport, and additional space for burials can be mitigated by appropriate developer contributions. Overall, therefore, the proposal does not "improve" as required by **NPPF9** and is not sustainable as required by **NPPF14**.

1. **Scale and Proximity:** The recent survey, conducted as part of the development of Cottenham's Neighbourhood Plan received nearly 1,000 replies. Within this, 66% of residents were neither in favour of large developments nor of such developments when built on the periphery of the village environment. This development, being more than a sustainable 800 metre walking distance from the village core, fails to be sustainable as it will encourage car dependency (**DP/1 1 b** – minimise the need to travel and reduce car dependency) and **NPPF 34, 35, 37 and 38**.
2. **Pre-school places:** Cottenham has a known excess of demand over places which will get worse with the change of rules from September 2017 and the proposed development will increase that demand without doing anything about the supply so the development fails to meet **NPPF 72**. In the recent Neighbourhood Plan survey, 44% of respondents identified the need to increase pre-school provision and 50% thought it quite important or very important to expand the provision. Cottenham's proposed new Village Hall provisionally includes a £600,000 facility for up to 50 early years nursery places. This development and the approved Endurance one have been estimated to create additional demand for 40-50 places daily between 7.30am and 6pm. The proposed developer contribution appears insufficient to implement such a facility.
3. **Medical/day care facilities:** the development will increase both the general population by approx. 10% but with a bias towards the elderly which will increase demands on our already overburdened facilities. Increased pressure on Medical facilities was identified as a significant problem by 75% of residents in the recent Neighbourhood Plan survey. As previously commented these facilities are currently located an unsustainable distance from the development site. The development fails to meet **DP/1 1 m** and **DP/3 1 f**. In response to the survey, a new Medical Centre is already being considered to cope with Cottenham's current 6,500 population at a project cost of around £1,200,000. Large developments such as proposed here add nearly 10% to that unmet demand; the proposed developer contribution falls significantly short of the relevant cost.

4. **Overloading of Primary School:** Contrary to **NPPF 72** and **DP/1 1m, DP/4 2 15**, the development will overload the recently-extended Primary School, already the largest in Cambridgeshire. Any further increase in capacity risks damage to the cohesive role that the school plays in the village. A clear view (62%) from the recent Neighbourhood Plan survey is the value of having one primary school, at its current size, serving the whole village. The recently-completed extension was only built to cope with the current capacity of 630. Further expansion would inevitably, for child safety and traffic considerations, require a second access road leading to a loss of agricultural land and/or Public Open Space which, as mentioned before, is in deficit.
5. **Leisure:** Leisure facilities were seen as inadequate by 68% of residents in the recent Neighbourhood Plan survey. A 10% increase in population will only exacerbate this problem. While the proposed development is located close to many of the outdoor facilities in the village it's an unsustainable walking distance from the core of the village. There is no meaningfully sustainable way for established residents to use the facilities onsite. The development fails to meet **DP/1 1 m** and **DP/3 1f** and **NPPF 58 and 59**. A feasibility study for a new Village Hall has projected a cost of around £2,500,000 including a possible £600,000 for an early years nursery facility or hub for small businesses. The suggested developer contribution is inadequate to ensure adequate funding for this project. Additionally expansion of the Primary School is likely to involve significant loss of open space at the Recreation Ground which cannot readily be mitigated; the lease on our "third field" from County Farms is likely to be revoked to enable any school expansion and, although this could be compensated in a "land swap" considerable expense would be required to bring even an adjacent field into an acceptable state of drainage and stone-free for sports use. There is not enough available land adjacent to the existing Recreation ground to satisfy both land for any school expansion and bring Cottenham's provision up to CURRENT needs.
6. **Employment:** the development fails to meet **NPPF 17 and 19** as well as **DP/1 1b**. Without local employment provision it will increase local commuter traffic. The recent Neighbourhood Plan survey identified that 57% saw the development of local employment as being important. Without local provision it will increase local commuter traffic. The new Village hall is being designed at a projected cost of around £2,500,000 including a possible £600,000 for an early years nursery facility or hub for small businesses; if constructed this will go some way towards closing the supply gap.
7. **Burial grounds:** Cottenham's three burial grounds are nearly full; any significant population expansion will create a need to develop additional capacity. Every 100 additional houses is likely to create "demand" for around 30 additional burial plots within the 100 years before plots can be recycled legally (assuming 2 per plot and 80% cremated / 20% buried) requiring about 3/20 hectares (3/8 acre) per 100 houses. Sadly, the demographic basis of the development – especially the 70 residential homes with care – exacerbates this issue, with each care home place likely to create demand at a similar level to a house. On that basis, the necessary land would cost at least £300 per house or care place, assuming appropriate land is available, preferably adjacent to the existing provision.

4 The development is unlikely to deliver 40% truly affordable homes for Cottenham

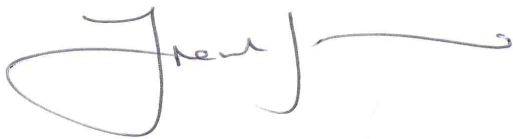
Affordable housing

In principle, Cottenham needs more affordable homes but only if they are truly affordable and not built at the expense of an excessive number of market homes disconnected from the village environment. Unless they can be built within reach of a mortgage of 3.5x gross salary as recommended by DCLG (Land Registry and the Annual Survey of Hours & Earnings, ONS) and quoted in section 2.4.3 of the Affordable Homes setion of the application) they will be out of reach of village residents most in need of them and cannot be considered as affordable **NPPF Annex 2**.

Another issue with the affordable homes is their distance from the village core; an 800 metre distance is regarded as truly sustainable whereas these will be over 1,200 metres away encouraging rather than discouraging car use and, in turn making them less affordable.

Due to the distance from the core of the village the development fails to be sustainable (**DP/1b** – minimise the need to travel and reduce car dependency) and **NPPF 34 and 35**.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Frank Morris', with a long horizontal flourish extending to the right.

Frank Morris

Chair

Appendix 1: Traffic congestion at Oakington Road – Rampton Road roundabout

Summary

This report estimates the effects of several planning applications in Cottenham on the already congested Oakington Road – Rampton Road roundabout following independent measurements of traffic flows carried out by TSL Traffic Data Collection on 26th September 2016.

Oakington Road connects villages to the south-west of Cottenham via this roundabout to Cottenham and the network beyond via Rampton Road which runs north-west to Rampton, Willingham etc / south-east to Histon and Cambridge. Measurements of flows and queue lengths were taken on all legs of this roundabout.

Short queues develop in both the morning and afternoon rush hours with a longer queue present on the Oakington Road approach during the evening peak.

All four current planning applications will, unless the effects are mediated in some way, exacerbate these queues as they contribute additional traffic to Oakington Road and Rampton Road.

Unlike many studies in support of planning applications, the estimated trip rate generation is based on real measurements on the relatively new Brenda Gautrey Way estate in Cottenham. Measurements here slightly under-estimate vehicle flows on the planned development because Brenda Gautrey Way is physically closer to Cottenham village centre so a higher proportion of journeys can be walked. Nevertheless the expected number from these measurements – 0.76 vehicle trips per household in the rush hours - is generally higher than that predicted using TRICS data from unrepresentative sites in other parts of the country.

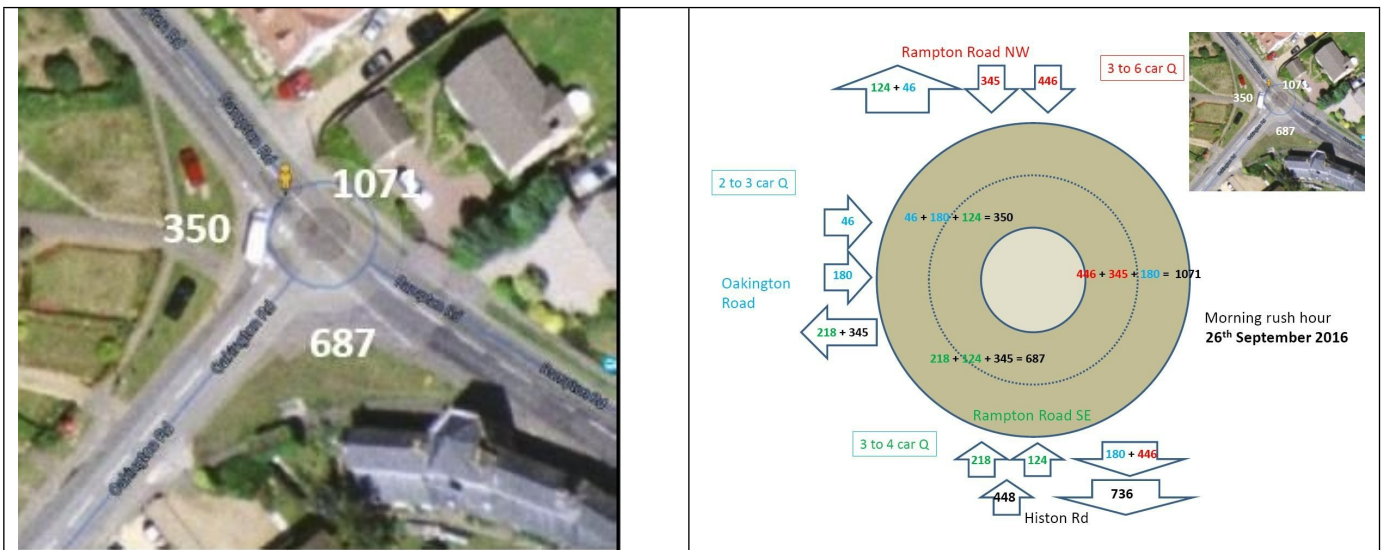
Traffic flows were also measured on the road into Cambridge – Histon Road – as a comparator with other available statistics and predictions.

This report also considers the likely effect of adding a “clean” left filter lane on each leg of the roundabout. To function effectively, this would require considerable widening of both the inner “lane” of the mini-roundabout and addition of an outer lane to minimise interference between the various flows on what is a relatively tight roundabout. Such a widening scheme has serious planning and safety issues as the roundabout is located in front of the Grade II listed “John Moreton 1853” almshouses and the driveways of several houses connect directly on to the roundabout.

It is unclear as to the degree which Gladman’s latest proposals for re-engineering this roundabout and its approaches will achieve the same alleviation as described here. The design, despite being draconian in scale and impact, does not create “clean left filters” and the basis of their modelling uses lower than realistic traffic flow and trip rates which are obscured by over-reliance on simulation.

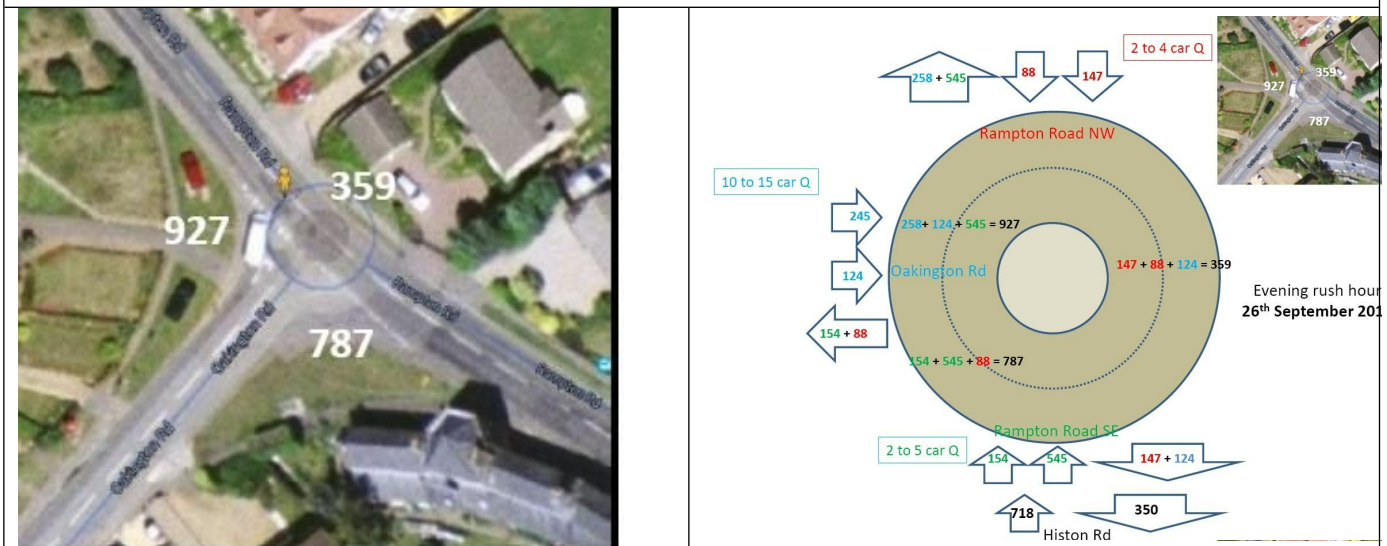
Flows on 26th September 2016

The schematics show traffic flows in the AM and PM peaks on 26th September 2016.



| Inlet > exit | Peak hour | Peak hour flow |
|--------------------------------------|---------------|---|
| Oakington Rd > RRd North AM peak | 9.00 to 10.00 | 46 vehicles, inc. 0 buses and 0 HGVs (G2015 - 57) |
| Oakington Rd > RRd South AM peak | 8.00 to 9.00 | 180 vehicles, inc. 0 buses and 3 HGVs (G2015 - 147) |
| Rampton Rd N > RRd S AM peak | 7.30 to 8.30 | 447 vehicles, inc. 2 buses and 3 HGVs (G2015 - 531) |
| Rampton Rd N > Oakington Rd AM peak | 7.15 to 8.15 | 345 vehicles, inc. 3 buses and 0 HGVs (G2015 - 333) |
| Rampton Rd S > RRd N AM peak is with | 8.00 to 9.00 | 124 vehicles, inc. 5 buses and 0 HGVs (G2015 - 140) |
| Rampton Rd S > Oakington Rd AM peak | 8.00 to 9.00 | 218 vehicles, inc. 0 buses and 2 HGVs (G2015 - 186) |

Morning peak hour flows - highest southbound; longest queue on Rampton Road inbound



| Inlet > exit | Peak hour | Peak hour flow |
|-------------------------------------|----------------|---|
| Oakington Rd > RRd North PM peak | 17.00 to 18.00 | 245 vehicles, inc. 0 buses and 0 HGVs (G2015 - 241) |
| Oakington Rd > RRd South PM peak | 17.15 to 18.15 | 124 vehicles, inc. 0 buses and 1 HGVs (G2015 - 147) |
| Rampton Rd N > RRd S PM peak | 16.00 to 17.00 | 147 vehicles, inc. 0 buses and 0 HGVs (G2015 - 137) |
| Rampton Rd N > Oakington Rd PM peak | 17.15 to 18.15 | 88 vehicles, inc. 0 buses and 0 HGVs (G2015 - 97) |
| Rampton Rd S > RRd N PM peak | 17.00 to 18.00 | 545 vehicles, inc. 3 buses and 1 HGVs (G2015 - 508) |
| Rampton Rd S > Oakington Rd PM peak | 17.00 to 18.00 | 154 vehicles, inc. 0 buses and 1 HGVs (G2015 - 163) |

Evening peak hour flows - highest northbound; longest queue (15) on Oakington Road inbound

Trip rate generation for new estates in Cottenham

Measurement at Brenda Gautrey Way (108 dwellings inc. Leopold Way etc) <> Beach Road

The traffic survey (26th September 2016) carried out for Cottenham Parish Council by 360TSL Traffic Data Collection on the sole vehicular entry/exit from Brenda Gautrey Way (including traffic from Paxton Close, Sovereign Way and Leopold Walk). These homes are typically only one third as far away from the village's facilities as those on the proposed Oakington Road or Rampton Road sites yet generate some **53 vehicle departures (0.5 per household) and 24 arrivals (0.26 per household) during the morning peak hour** or approximately **0.76 trips per household per hour**. The PM peak hour is a reversal of these two rates with 56 arrivals and 24 departures.

This is consistent with earlier independent TSL surveys (22nd March - AM d55/a23 and PM d14/a42 and 22nd April AM -d53/a20 and PM d19/a42). It should also be noted that the Brenda Gautrey Way development has a footpath connecting it directly to the high street near a village shop, the secondary school and other amenities; this will have an impact on reducing car use from the Brenda Gautrey site when compared with the proposed developments. So **some uplift on the Cottenham Parish Council data** should be factored into traffic predictions for the Oakington Road and Rampton Road sites.

- Persimmon - Applying this real trip generation rate to the 126 home proposal by Persimmon indicates some 62 morning departures and 24 arrivals, **about 20% higher than claimed by RSK** in the Traffic Plan before taking account of the increased distance from the village core.
- Gladman - Applied to the 200 home / 70 residential place Gladman proposal indicates around 105 departures and 51 arrivals - similar to the 104/46 numbers used by Ashleyhelme in Table 8 of their Traffic report although their Travel Plan target of 0.546 additional trips per home appears ambitious.

| Inlet > exit | Peak hour | Peak hour flow |
|------------------------------------|----------------|--------------------------------------|
| Brenda Gautrey > BRd North AM peak | 8.00 to 9.00 | 40 vehicles, inc. 0 buses and 0 HGVs |
| Brenda Gautrey > BRd South AM peak | 7.00 to 8.00 | 13 vehicles, inc. 0 buses and 0 HGVs |
| Brenda Gautrey > BRd North PM peak | 17.15 to 18.15 | 18 vehicles, inc. 0 buses and 0 HGVs |
| Brenda Gautrey > BRd South PM peak | 17.00 to 18.00 | 6 vehicles, inc. 0 buses and 0 HGVs |
| Beach Rd N > BGW AM peak | 8.15 to 9.15 | 14 vehicles, inc. 0 buses and 0 HGVs |
| Beach Rd S > BGW AM peak | 8.00 to 9.00 | 3 vehicles, inc. 0 buses and 0 HGVs |
| Beach Rd N > BGW PM peak | 16.00 to 17.00 | 40 vehicles, inc. 0 buses and 0 HGVs |
| Beach Rd S > BGW PM peak | 17.00 to 18.00 | 16 vehicles, inc. 0 buses and 0 HGVs |

Effects of development on the morning peak flows

The schematics show traffic flows supplemented by the likely effects of the Endurance, Gladman and Persimmon proposals.



Effect on Morning peak flows - highest southbound; longest queue on Rampton Road inbound

Oakington Road approach

Around 226 cars arrive in the morning peak hour today.

Oakington Rd already suffers congestion – with 2 to 6 stationary vehicles between 7am and 9.30am
Endurance (50) will add at least 35 trips to the morning load on Oakington Rd, **25 into** and 13 from

Approx. 13 will flow towards the roundabout

Gladman (210) will add at least 150 trips to the morning load on Rampton Road, 105 into and **45 from**

Approx. 33 will flow from the roundabout, **about 22 from Oakington Rd**, 11 from Rampton Rd S,

Persimmon (130) will add at least 90 trips to the morning load on Oakington Road, **65 into** and 33 from

Approx. 33 will flow towards the roundabout

This will **add 68 cars to the 226 that arrive there today**, an increase of 30% that **will extend queue lengths**

Rampton Road south-bound approach

Around 792 cars arrive in the morning peak hour today.

Rampton Rd NW already suffers congestion – with 3 to 6 stationary vehicles between 7am and 9.30am
Endurance (50) will add at least 35 trips to the morning load on Oakington Road, 25 into and **13 from**

Approx. 7 will flow from the roundabout; **about 5 from Rampton Rd N**, 2 from Rampton Rd S,

Gladman (210) will add at least 150 trips to the morning load on Rampton Road, **105 into** and 45 from

Approx. 70 will flow towards the roundabout

Persimmon (130) will add at least 90 trips to the morning load on Oakington Road, 65 into and **33 from**

Approx. 20 will flow from the roundabout; **about 14 from Rampton Rd N**, 6 from Rampton Rd S,

This will **add 95 to the 792 that arrive there today**, an increase of 13% that **will extend queue lengths**.

Rampton Road north-bound approach

Around 342 cars arrive in the morning peak hour today.

Rampton Rd NW already suffers congestion – with 3 to 4 stationary vehicles between 7am and 9.30am
Endurance (50) will add at least 35 trips to the morning load on Oakington Road, 25 into and **13 from**

Approx. 7 will flow from the roundabout; about 5 from Rampton Rd N, **2 from Rampton Rd S**,

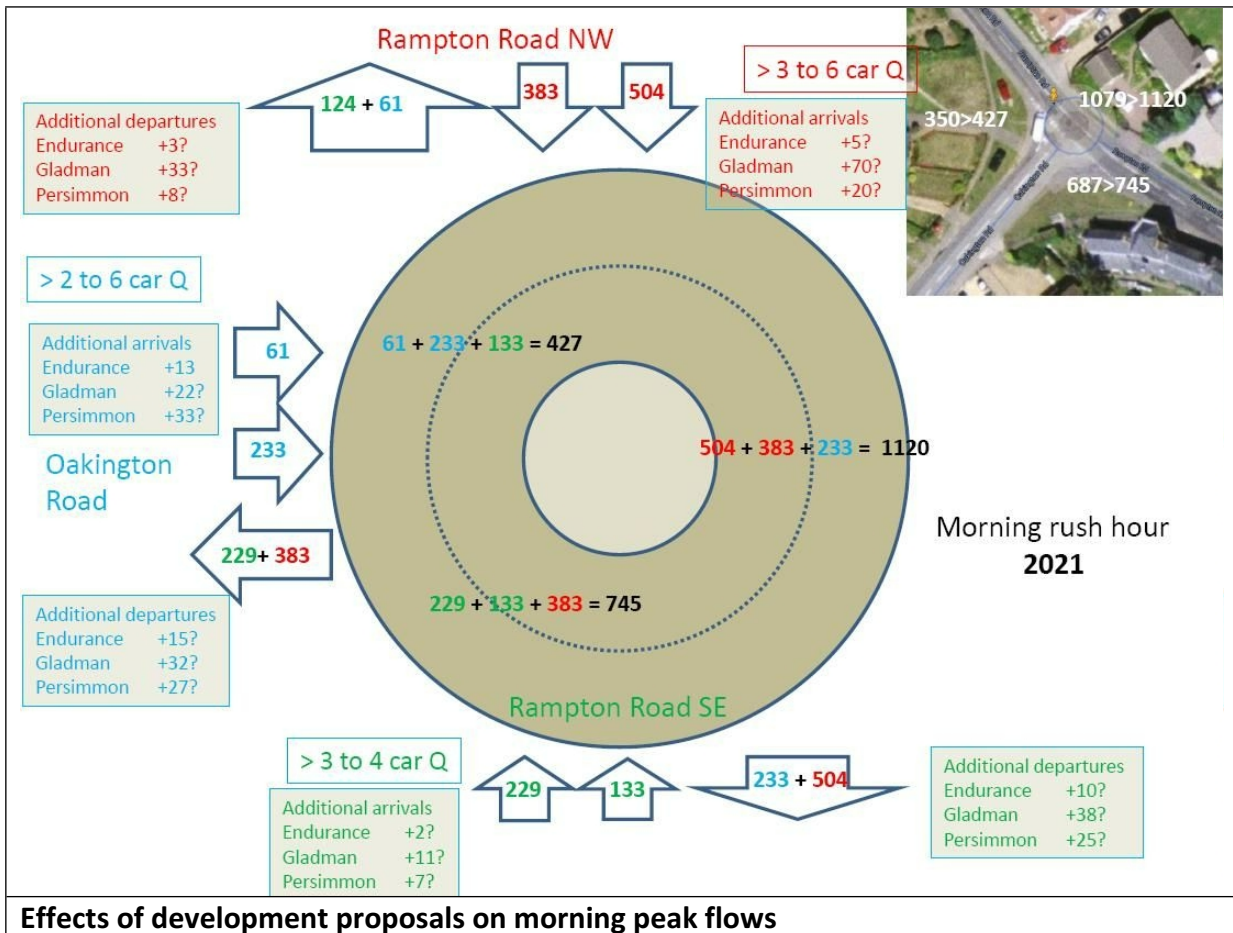
Gladman (210) will add at least 150 trips to the morning load on Rampton Road, 105 into and **45 from**

Approx. 33 will flow from the roundabout, about 22 from Oakington Rd, **11 from Rampton Rd S**,

Persimmon (130) will add at least 90 trips to the morning load on Oakington Road, 65 into and **33 from**

Approx. 20 will flow from the roundabout; about 13 from Rampton Rd N, **7 from Rampton Rd S**,

This will **add 20 to the 342 that arrive there today**, an increase of 6% that **will extend queue lengths**.



Effects of development on the evening peak flows

The schematics show traffic flows supplemented by the likely effects of the Endurance, Gladman and Persimmon proposals.



Evening peak hour flows - highest northbound; longest queue on Oakington Road inbound

Oakington Road approach

Around 369 cars arrive in the afternoon peak hour today.

Oakington Rd already suffers congestion – with 10 to 15 stationary vehicles between 5pm and 5.25pm
Endurance (50) will add at least 35 trips to the afternoon load on Oakington Rd, **13 into** and 25 from

Approx. 7 will flow towards the roundabout

Gladman (210) will add at least 150 trips to the afternoon load on Rampton Road, 45 into and **105 from**

Approx. 70 will flow from the roundabout, **about 23 from Oakington Rd**, 47 from Rampton Rd S,

Persimmon (130) will add at least 90 trips to the afternoon load on Oakington Road, **33 into** and 45 from

Approx. 16 will flow towards the roundabout

This will **add 46 cars to the 369 that arrive there today**, an increase of **12%** that **will extend queue lengths**

Rampton Road south-bound approach

Around 235 cars arrive in the afternoon peak hour

Rampton Rd NW already suffers congestion – with up to 4 stationary vehicles between 5pm and 7pm

Endurance (50) will add at least 35 trips to the afternoon load on Oakington Road, 13 into and **25 from**

Approx. 15 will flow from the roundabout; **about 5 from Rampton Rd N**, 5 from Rampton Rd S,

Gladman (210) will add at least 150 trips to the afternoon load on Rampton Road, **45 into** and 105 from

Approx. 30 will flow towards the roundabout

Persimmon (130) will add at least 90 trips to the afternoon load on Oakington Road, 33 into and **65 from**

Approx. 40 will flow from the roundabout; **about 14 from Rampton Rd N**, 26 from Rampton Rd S,

This will **add 49 to the 235 that arrive there today**, an increase of **6%** that **will extend queue lengths**.

Rampton Road north-bound approach

Around 342 cars arrive in the afternoon peak hour today.

Rampton Rd SE already suffers congestion – with up to 5 stationary vehicles between 4pm and 5.30pm

Endurance (50) will add at least 35 trips to the afternoon load on Oakington Road, 13 into and **25 from**

Approx. 13 will flow from the roundabout; about 4 from Rampton Rd N, **9 from Rampton Rd S**,

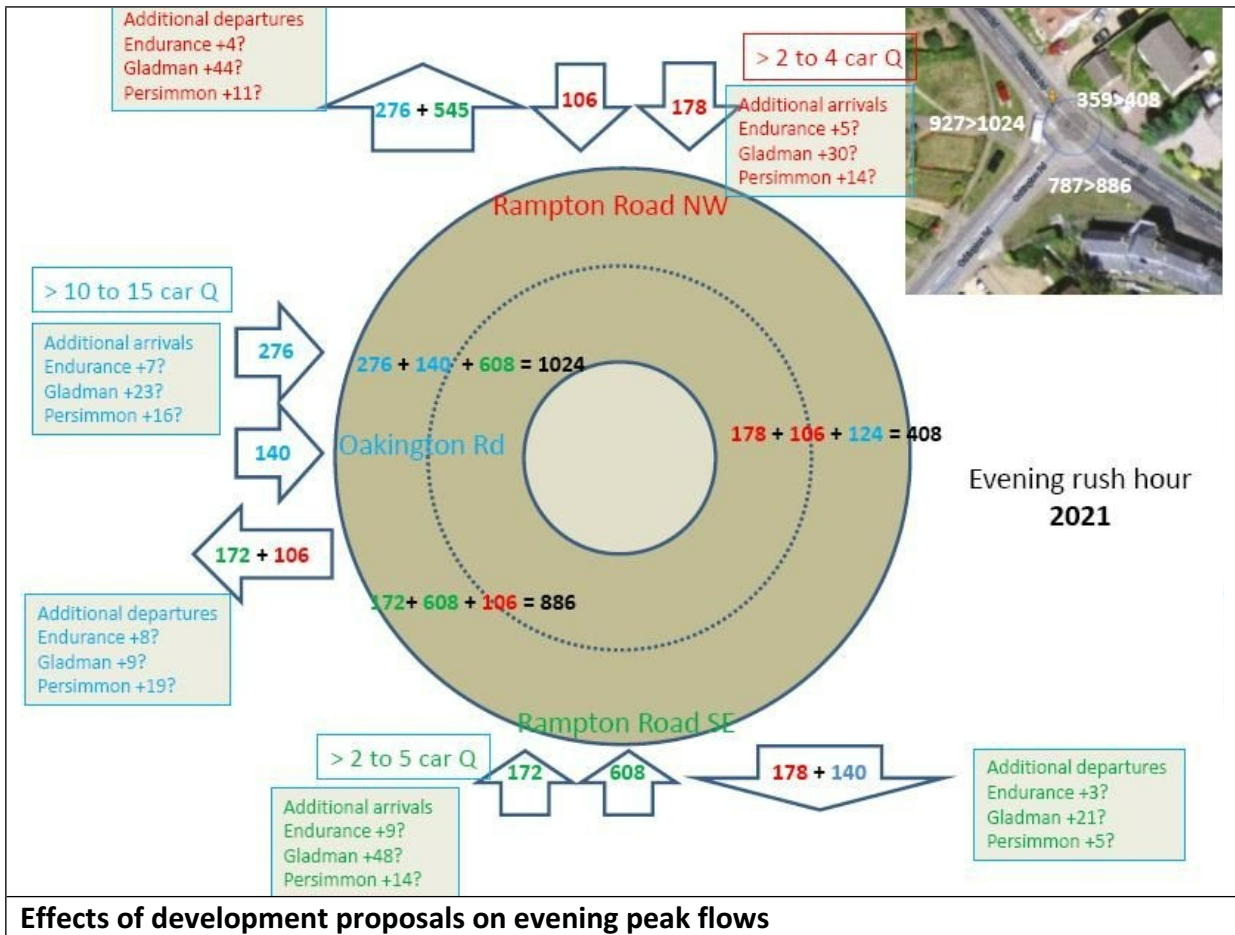
Gladman (210) will add at least 150 trips to the afternoon load on Rampton Road, 45 into and **105 from**

Approx. 70 will flow from the roundabout, about 22 from Oakington Rd, **48 from Rampton Rd S**,

Persimmon (130) will add at least 90 trips to the afternoon load on Oakington Road, 33 into and **65 from**

Approx. 20 will flow from the roundabout; about 6 from Rampton Rd N, **14 from Rampton Rd S**,

This will **add 71 to the 709 that arrive there today**, an increase of **10%** that **will extend queue lengths**.



Possible mitigations

Oakington Road approach

Around 226 cars arrive in the morning peak hour

A full “left-filter” lane could remove some 46 cars from today’s and 61 from “tomorrow’s traffic

As 233 cars would be arriving **queue lengths will remain about the same even with a “clean” filter lane.**

Rampton Road south-bound approach

Around 801 cars arrive in the morning peak hour

A full “left-filter” lane could remove some 447 cars from today’s and 504 from “tomorrow’s traffic

As “only” ~383 cars would be arriving queues would disappear.

Rampton Road north-bound approach

Around 342 cars arrive in the morning peak hour

A full “left-filter” lane could remove some 218 cars from today’s and 229 from “tomorrow’s traffic

As “only” ~133 cars would be arriving queue lengths would disappear.

Oakington Road approach

Around 369 cars arrive today in the afternoon peak hour

A full “left-filter” lane could remove some 245 cars from today’s and 276 from “tomorrow’s traffic

As “only” 140 cars would be arriving queues would disappear

Rampton Road south-bound approach

Around 235 cars arrive in the afternoon peak hour

A full “left-filter” lane could remove some 147 cars from today’s and 178 from “tomorrow’s traffic

As “only” 106cars would be arriving queues would disappear.

Rampton Road north-bound approach

Around 699 cars arrive in the afternoon peak hour

A full “left-filter” lane could remove some 154 cars from today’s and 172 from “tomorrow’s traffic

As only 608 cars would still be arriving **queue lengths would drop slightly.**

Conclusion

Either of the major developments (Gladman or Persimmon) would add significant traffic to this marginally overloaded roundabout, extending queue lengths, especially along Oakington Road in the morning on which even a “clean” left filter would only stabilise queues and along Rampton Road northbound in the evening.

Appendix 2: Measurements taken by TSL Traffic Management on 26th September 2016
 Roundabout approach – Rampton Road North

| TIME | Ahead to Rampton Road (South) | | | | Right to Oakington Road | | | |
|---------------------|-------------------------------|----------|----------|------------|-------------------------|----------|----------|------------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 90 | 1 | 0 | 91 | 69 | 0 | 1 | 70 |
| 0715 - 0730 | 98 | 2 | 0 | 100 | 73 | 0 | 1 | 74 |
| 0730 - 0745 | 118 | 1 | 0 | 119 | 87 | 0 | 0 | 87 |
| 0745 - 0800 | 102 | 1 | 0 | 103 | 99 | 0 | 1 | 100 |
| Hourly Total | 408 | 5 | 0 | 413 | 328 | 0 | 3 | 331 |
| 0800 - 0815 | 112 | 1 | 2 | 115 | 83 | 0 | 1 | 84 |
| 0815 - 0830 | 107 | 0 | 2 | 109 | 68 | 0 | 0 | 68 |
| 0830 - 0845 | 98 | 0 | 1 | 99 | 59 | 0 | 0 | 59 |
| 0845 - 0900 | 88 | 1 | 0 | 89 | 46 | 0 | 0 | 46 |
| Hourly Total | 405 | 2 | 5 | 412 | 256 | 0 | 1 | 257 |
| 0900 - 0915 | 75 | 1 | 0 | 76 | 38 | 1 | 0 | 39 |
| 0915 - 0930 | 69 | 0 | 0 | 69 | 31 | 0 | 0 | 31 |
| 0930 - 0945 | 33 | 1 | 0 | 34 | 22 | 0 | 1 | 23 |
| 0945 - 1000 | 29 | 0 | 0 | 29 | 17 | 0 | 0 | 17 |
| Hourly Total | 206 | 2 | 0 | 208 | 108 | 1 | 1 | 110 |

| | | | | | | | | |
|----------------------|-------------|----------|----------|-------------|------------|----------|----------|------------|
| Session Total | 1019 | 9 | 5 | 1033 | 692 | 1 | 5 | 698 |
|----------------------|-------------|----------|----------|-------------|------------|----------|----------|------------|

| | | | | | | | | |
|---------------------|------------|----------|----------|------------|-----------|----------|----------|-----------|
| 1600 - 1615 | 35 | 0 | 0 | 35 | 19 | 0 | 0 | 19 |
| 1615 - 1630 | 44 | 0 | 0 | 44 | 23 | 0 | 0 | 23 |
| 1630 - 1645 | 41 | 0 | 0 | 41 | 24 | 0 | 0 | 24 |
| 1645 - 1700 | 27 | 0 | 0 | 27 | 13 | 0 | 0 | 13 |
| Hourly Total | 147 | 0 | 0 | 147 | 79 | 0 | 0 | 79 |
| 1700 - 1715 | 29 | 0 | 0 | 29 | 24 | 0 | 0 | 24 |
| 1715 - 1730 | 28 | 0 | 0 | 28 | 16 | 0 | 0 | 16 |
| 1730 - 1745 | 32 | 0 | 0 | 32 | 20 | 0 | 0 | 20 |
| 1745 - 1800 | 27 | 0 | 0 | 27 | 24 | 0 | 0 | 24 |
| Hourly Total | 116 | 0 | 0 | 116 | 84 | 0 | 0 | 84 |
| 1800 - 1815 | 20 | 0 | 0 | 20 | 28 | 0 | 0 | 28 |
| 1815 - 1830 | 34 | 0 | 0 | 34 | 14 | 0 | 0 | 14 |
| 1830 - 1845 | 26 | 0 | 0 | 26 | 17 | 0 | 0 | 17 |
| 1845 - 1900 | 23 | 0 | 0 | 23 | 13 | 0 | 0 | 13 |
| Hourly Total | 103 | 0 | 0 | 103 | 72 | 0 | 0 | 72 |

| | | | | | | | | |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| Session Total | 366 | 0 | 0 | 366 | 235 | 0 | 0 | 235 |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|

Roundabout approach – Rampton Road South

| TIME | Left to Oakington Road | | | | Ahead to Rampton Road (North) | | | |
|---------------------|------------------------|----------|----------|------------|-------------------------------|----------|----------|------------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 24 | 2 | 0 | 26 | 9 | 0 | 0 | 9 |
| 0715 - 0730 | 31 | 4 | 0 | 35 | 11 | 0 | 1 | 12 |
| 0730 - 0745 | 33 | 2 | 0 | 35 | 23 | 0 | 0 | 23 |
| 0745 - 0800 | 57 | 1 | 0 | 58 | 20 | 1 | 1 | 22 |
| Hourly Total | 145 | 9 | 0 | 154 | 63 | 1 | 2 | 66 |
| 0800 - 0815 | 55 | 0 | 0 | 55 | 26 | 0 | 1 | 27 |
| 0815 - 0830 | 54 | 1 | 0 | 55 | 31 | 0 | 1 | 32 |
| 0830 - 0845 | 57 | 1 | 0 | 58 | 30 | 0 | 0 | 30 |
| 0845 - 0900 | 50 | 0 | 0 | 50 | 29 | 0 | 3 | 32 |
| Hourly Total | 216 | 2 | 0 | 218 | 116 | 0 | 5 | 121 |
| 0900 - 0915 | 32 | 1 | 0 | 33 | 23 | 0 | 1 | 24 |
| 0915 - 0930 | 30 | 0 | 0 | 30 | 20 | 1 | 1 | 22 |
| 0930 - 0945 | 16 | 1 | 0 | 17 | 23 | 1 | 1 | 25 |
| 0945 - 1000 | 13 | 0 | 0 | 13 | 19 | 1 | 0 | 20 |
| Hourly Total | 91 | 2 | 0 | 93 | 85 | 3 | 3 | 91 |

| | | | | | | | | |
|----------------------|------------|-----------|----------|------------|------------|----------|-----------|------------|
| Session Total | 452 | 13 | 0 | 465 | 264 | 4 | 10 | 278 |
|----------------------|------------|-----------|----------|------------|------------|----------|-----------|------------|

| | | | | | | | | |
|---------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| 1600 - 1615 | 40 | 1 | 0 | 41 | 85 | 1 | 0 | 86 |
| 1615 - 1630 | 36 | 0 | 0 | 36 | 99 | 0 | 1 | 100 |
| 1630 - 1645 | 32 | 0 | 0 | 32 | 103 | 0 | 1 | 104 |
| 1645 - 1700 | 35 | 1 | 0 | 36 | 114 | 0 | 1 | 115 |
| Hourly Total | 143 | 2 | 0 | 145 | 401 | 1 | 3 | 405 |
| 1700 - 1715 | 43 | 0 | 0 | 43 | 127 | 0 | 1 | 128 |
| 1715 - 1730 | 41 | 1 | 0 | 42 | 156 | 0 | 0 | 156 |
| 1730 - 1745 | 33 | 0 | 0 | 33 | 141 | 1 | 1 | 143 |
| 1745 - 1800 | 36 | 0 | 0 | 36 | 117 | 0 | 1 | 118 |
| Hourly Total | 153 | 1 | 0 | 154 | 541 | 1 | 3 | 545 |
| 1800 - 1815 | 32 | 1 | 0 | 33 | 103 | 2 | 1 | 106 |
| 1815 - 1830 | 12 | 0 | 0 | 12 | 85 | 0 | 1 | 86 |
| 1830 - 1845 | 10 | 0 | 0 | 10 | 80 | 0 | 0 | 80 |
| 1845 - 1900 | 9 | 0 | 0 | 9 | 71 | 1 | 1 | 73 |
| Hourly Total | 63 | 1 | 0 | 64 | 339 | 3 | 3 | 345 |

| | | | | | | | | |
|----------------------|------------|----------|----------|------------|-------------|----------|----------|-------------|
| Session Total | 359 | 4 | 0 | 363 | 1281 | 5 | 9 | 1295 |
|----------------------|------------|----------|----------|------------|-------------|----------|----------|-------------|

Roundabout approach – Oakington Road

| TIME | Left to Rampton Road (North) | | | | Right to Rampton Road (South) | | | |
|---------------------|------------------------------|----------|----------|-----------|-------------------------------|----------|----------|------------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 9 | 0 | 0 | 9 | 17 | 0 | 0 | 17 |
| 0715 - 0730 | 10 | 0 | 0 | 10 | 17 | 0 | 0 | 17 |
| 0730 - 0745 | 13 | 0 | 0 | 13 | 26 | 1 | 0 | 27 |
| 0745 - 0800 | 6 | 0 | 0 | 6 | 27 | 0 | 0 | 27 |
| Hourly Total | 38 | 0 | 0 | 38 | 87 | 1 | 0 | 88 |
| 0800 - 0815 | 9 | 0 | 0 | 9 | 40 | 1 | 0 | 41 |
| 0815 - 0830 | 8 | 0 | 0 | 8 | 51 | 0 | 0 | 51 |
| 0830 - 0845 | 7 | 0 | 0 | 7 | 46 | 2 | 0 | 48 |
| 0845 - 0900 | 6 | 0 | 1 | 7 | 40 | 0 | 0 | 40 |
| Hourly Total | 30 | 0 | 1 | 31 | 177 | 3 | 0 | 180 |
| 0900 - 0915 | 12 | 0 | 0 | 12 | 24 | 1 | 1 | 26 |
| 0915 - 0930 | 10 | 0 | 0 | 10 | 20 | 2 | 0 | 22 |
| 0930 - 0945 | 14 | 0 | 0 | 14 | 20 | 0 | 0 | 20 |
| 0945 - 1000 | 10 | 0 | 0 | 10 | 16 | 1 | 0 | 17 |
| Hourly Total | 46 | 0 | 0 | 46 | 80 | 4 | 1 | 85 |

| | | | | | | | | |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| Session Total | 114 | 0 | 1 | 115 | 344 | 8 | 1 | 353 |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|

| | | | | | | | | |
|---------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| 1600 - 1615 | 30 | 0 | 0 | 30 | 18 | 1 | 0 | 19 |
| 1615 - 1630 | 38 | 0 | 0 | 38 | 21 | 1 | 0 | 22 |
| 1630 - 1645 | 40 | 0 | 1 | 41 | 25 | 1 | 0 | 26 |
| 1645 - 1700 | 46 | 0 | 0 | 46 | 27 | 1 | 0 | 28 |
| Hourly Total | 154 | 0 | 1 | 155 | 91 | 4 | 0 | 95 |
| 1700 - 1715 | 62 | 0 | 0 | 62 | 33 | 1 | 0 | 34 |
| 1715 - 1730 | 70 | 0 | 0 | 70 | 26 | 0 | 0 | 26 |
| 1730 - 1745 | 60 | 0 | 0 | 60 | 30 | 1 | 0 | 31 |
| 1745 - 1800 | 53 | 0 | 0 | 53 | 32 | 0 | 0 | 32 |
| Hourly Total | 245 | 0 | 0 | 245 | 121 | 2 | 0 | 123 |
| 1800 - 1815 | 49 | 0 | 0 | 49 | 35 | 0 | 0 | 35 |
| 1815 - 1830 | 53 | 0 | 0 | 53 | 17 | 1 | 0 | 18 |
| 1830 - 1845 | 46 | 0 | 0 | 46 | 23 | 0 | 0 | 23 |
| 1845 - 1900 | 42 | 0 | 0 | 42 | 16 | 1 | 0 | 17 |
| Hourly Total | 190 | 0 | 0 | 190 | 91 | 2 | 0 | 93 |

| | | | | | | | | |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| Session Total | 589 | 0 | 1 | 590 | 303 | 8 | 0 | 311 |
|----------------------|------------|----------|----------|------------|------------|----------|----------|------------|

Roundabout – queuing AM

| TIME | Queue Lengths (Vehicles) | | | | | |
|------|--------------------------|---------|-------------------|---------|----------------|---------|
| | Rampton Road (SB) | | Rampton Road (NB) | | Oakington Road | |
| | Stationary | Rolling | Stationary | Rolling | Stationary | Rolling |
| 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| 705 | 0 | 0 | 0 | 0 | 0 | 0 |
| 710 | 3 | 0 | 2 | 0 | 0 | 0 |
| 715 | 2 | 0 | 0 | 0 | 0 | 0 |
| 720 | 4 | 0 | 3 | 0 | 3 | 0 |
| 725 | 3 | 0 | 0 | 0 | 3 | 0 |
| 730 | 5 | 0 | 2 | 0 | 2 | 0 |
| 735 | 5 | 0 | 4 | 0 | 2 | 0 |
| 740 | 6 | 0 | 3 | 0 | 2 | 0 |
| 745 | 5 | 0 | 4 | 0 | 2 | 0 |
| 750 | 4 | 0 | 3 | 0 | 2 | 0 |
| 755 | 5 | 0 | 3 | 0 | 3 | 0 |
| 800 | 4 | 0 | 3 | 0 | 3 | 0 |
| 805 | 4 | 0 | 3 | 0 | 2 | 0 |
| 810 | 4 | 0 | 3 | 0 | 3 | 0 |
| 815 | 4 | 0 | 0 | 0 | 2 | 0 |
| 820 | 5 | 0 | 4 | 0 | 2 | 0 |
| 825 | 4 | 0 | 3 | 0 | 2 | 0 |
| 830 | 3 | 0 | 4 | 0 | 0 | 0 |
| 835 | 4 | 0 | 3 | 0 | 2 | 0 |
| 840 | 3 | 0 | 0 | 0 | 2 | 0 |
| 845 | 4 | 0 | 3 | 0 | 0 | 0 |
| 850 | 4 | 0 | 0 | 0 | 0 | 0 |
| 855 | 4 | 0 | 3 | 0 | 0 | 0 |
| 900 | 0 | 0 | 0 | 0 | 0 | 0 |
| 905 | 0 | 0 | 0 | 0 | 0 | 0 |
| 910 | 0 | 0 | 0 | 0 | 2 | 0 |
| 915 | 0 | 0 | 0 | 0 | 0 | 0 |
| 920 | 2 | 0 | 0 | 0 | 0 | 0 |
| 925 | 0 | 0 | 0 | 0 | 0 | 0 |
| 930 | 0 | 0 | 0 | 0 | 0 | 0 |
| 935 | 0 | 0 | 0 | 0 | 5 | 0 |
| 940 | 3 | 0 | 0 | 0 | 0 | 0 |
| 945 | 0 | 0 | 0 | 0 | 2 | 0 |
| 950 | 0 | 0 | 0 | 0 | 0 | 0 |
| 955 | 0 | 0 | 0 | 0 | 0 | 0 |

Roundabout approach – queuing PM

| TIME | Queue Lengths (Vehicles) | | | | | |
|------|--------------------------|---------|-------------------|---------|----------------|---------|
| | Rampton Road (SB) | | Rampton Road (NB) | | Oakington Road | |
| | Stationary | Rolling | Stationary | Rolling | Stationary | Rolling |
| 1600 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1605 | 0 | 0 | 0 | 0 | 4 | 0 |
| 1610 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1615 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1620 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1625 | 0 | 0 | 0 | 0 | 8 | 0 |
| 1630 | 2 | 0 | 2 | 0 | 5 | 0 |
| 1635 | 0 | 0 | 0 | 0 | 5 | 0 |
| 1640 | 2 | 0 | 0 | 0 | 5 | 0 |
| 1645 | 3 | 0 | 4 | 0 | 6 | 0 |
| 1650 | 2 | 0 | 0 | 0 | 5 | 0 |
| 1655 | 0 | 0 | 5 | 0 | 6 | 0 |
| 1700 | 0 | 0 | 2 | 0 | 10 | 2 |
| 1705 | 3 | 0 | 0 | 0 | 10 | 0 |
| 1710 | 0 | 0 | 3 | 0 | 10 | 0 |
| 1715 | 2 | 0 | 0 | 0 | 15 | 4 |
| 1720 | 0 | 0 | 2 | 0 | 12 | 2 |
| 1725 | 2 | 0 | 0 | 0 | 10 | 2 |
| 1730 | 2 | 0 | 2 | 0 | 8 | 0 |
| 1735 | 3 | 0 | 0 | 0 | 8 | 2 |
| 1740 | 3 | 0 | 2 | 0 | 8 | 2 |
| 1745 | 3 | 0 | 2 | 0 | 6 | 0 |
| 1750 | 2 | 0 | 2 | 0 | 7 | 0 |
| 1755 | 4 | 0 | 2 | 0 | 4 | 0 |
| 1800 | 0 | 0 | 0 | 0 | 6 | 2 |
| 1805 | 2 | 0 | 0 | 0 | 6 | 0 |
| 1810 | 3 | 0 | 0 | 0 | 7 | 0 |
| 1815 | 2 | 0 | 0 | 0 | 4 | 0 |
| 1820 | 3 | 0 | 2 | 0 | 4 | 0 |
| 1825 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1830 | 2 | 0 | 0 | 0 | 4 | 0 |
| 1835 | 2 | 0 | 0 | 0 | 4 | 0 |
| 1840 | 3 | 0 | 0 | 0 | 3 | 0 |
| 1845 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1850 | 0 | 0 | 0 | 0 | 4 | 0 |
| 1855 | 0 | 0 | 0 | 0 | 3 | 0 |

Beach Road approach North

| TIME | Ahead to Beach Road (South) | | | | Right to Brenda Guatrey Way | | | |
|---------------------|-----------------------------|----------|----------|------------|-----------------------------|----------|----------|-----------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 61 | 0 | 0 | 61 | 2 | 0 | 0 | 2 |
| 0715 - 0730 | 67 | 2 | 0 | 69 | 1 | 0 | 0 | 1 |
| 0730 - 0745 | 83 | 1 | 0 | 84 | 1 | 0 | 0 | 1 |
| 0745 - 0800 | 96 | 0 | 0 | 96 | 3 | 0 | 0 | 3 |
| Hourly Total | 307 | 3 | 0 | 310 | 7 | 0 | 0 | 7 |
| 0800 - 0815 | 92 | 2 | 0 | 94 | 3 | 0 | 0 | 3 |
| 0815 - 0830 | 93 | 1 | 0 | 94 | 2 | 0 | 0 | 2 |
| 0830 - 0845 | 81 | 0 | 2 | 83 | 4 | 0 | 0 | 4 |
| 0845 - 0900 | 72 | 2 | 0 | 74 | 2 | 0 | 0 | 2 |
| Hourly Total | 338 | 5 | 2 | 345 | 11 | 0 | 0 | 11 |
| 0900 - 0915 | 54 | 0 | 1 | 55 | 6 | 0 | 0 | 6 |
| 0915 - 0930 | 43 | 0 | 0 | 43 | 4 | 0 | 0 | 4 |
| 0930 - 0945 | 35 | 3 | 0 | 38 | 3 | 0 | 0 | 3 |
| 0945 - 1000 | 36 | 0 | 0 | 36 | 3 | 0 | 0 | 3 |
| Hourly Total | 168 | 3 | 1 | 172 | 16 | 0 | 0 | 16 |

| | | | | | | | | |
|----------------------|------------|-----------|----------|------------|-----------|----------|----------|-----------|
| Session Total | 813 | 11 | 3 | 827 | 34 | 0 | 0 | 34 |
|----------------------|------------|-----------|----------|------------|-----------|----------|----------|-----------|

| | | | | | | | | |
|---------------------|------------|----------|----------|------------|-----------|----------|----------|-----------|
| 1600 - 1615 | 32 | 1 | 0 | 33 | 2 | 0 | 0 | 2 |
| 1615 - 1630 | 31 | 2 | 0 | 33 | 5 | 0 | 0 | 5 |
| 1630 - 1645 | 35 | 0 | 0 | 35 | 6 | 0 | 0 | 6 |
| 1645 - 1700 | 26 | 0 | 1 | 27 | 5 | 0 | 0 | 5 |
| Hourly Total | 124 | 3 | 1 | 128 | 18 | 0 | 0 | 18 |
| 1700 - 1715 | 36 | 0 | 0 | 36 | 5 | 0 | 0 | 5 |
| 1715 - 1730 | 27 | 0 | 0 | 27 | 7 | 0 | 0 | 7 |
| 1730 - 1745 | 31 | 1 | 0 | 32 | 8 | 0 | 0 | 8 |
| 1745 - 1800 | 29 | 0 | 0 | 29 | 11 | 0 | 0 | 11 |
| Hourly Total | 123 | 1 | 0 | 124 | 31 | 0 | 0 | 31 |
| 1800 - 1815 | 30 | 2 | 0 | 32 | 14 | 0 | 0 | 14 |
| 1815 - 1830 | 26 | 1 | 0 | 27 | 6 | 0 | 0 | 6 |
| 1830 - 1845 | 24 | 0 | 0 | 24 | 3 | 0 | 0 | 3 |
| 1845 - 1900 | 23 | 0 | 0 | 23 | 5 | 0 | 0 | 5 |
| Hourly Total | 103 | 3 | 0 | 106 | 28 | 0 | 0 | 28 |

| | | | | | | | | |
|----------------------|------------|----------|----------|------------|-----------|----------|----------|-----------|
| Session Total | 350 | 7 | 1 | 358 | 77 | 0 | 0 | 77 |
|----------------------|------------|----------|----------|------------|-----------|----------|----------|-----------|

Beach Road approach South

| TIME | Left to Brenda Guatrey Way | | | | Ahead to Beach Road (North) | | | |
|---------------------|----------------------------|----------|----------|----------|-----------------------------|----------|----------|------------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 18 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 |
| 0745 - 0800 | 1 | 0 | 0 | 1 | 32 | 2 | 0 | 34 |
| Hourly Total | 1 | 0 | 0 | 1 | 107 | 4 | 0 | 111 |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 43 | 1 | 0 | 44 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 35 | 2 | 0 | 37 |
| 0830 - 0845 | 2 | 0 | 0 | 2 | 44 | 0 | 2 | 46 |
| 0845 - 0900 | 1 | 0 | 0 | 1 | 39 | 0 | 0 | 39 |
| Hourly Total | 3 | 0 | 0 | 3 | 161 | 3 | 2 | 166 |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 32 |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 |
| 0930 - 0945 | 1 | 0 | 0 | 1 | 30 | 2 | 0 | 32 |
| 0945 - 1000 | 1 | 0 | 0 | 1 | 23 | 1 | 0 | 24 |
| Hourly Total | 2 | 0 | 0 | 2 | 113 | 4 | 0 | 117 |

| | | | | | | | | |
|----------------------|----------|----------|----------|----------|------------|-----------|----------|------------|
| Session Total | 6 | 0 | 0 | 6 | 381 | 11 | 2 | 394 |
|----------------------|----------|----------|----------|----------|------------|-----------|----------|------------|

| | | | | | | | | |
|---------------------|-----------|----------|----------|-----------|------------|----------|----------|------------|
| 1600 - 1615 | 2 | 0 | 0 | 2 | 57 | 1 | 0 | 58 |
| 1615 - 1630 | 3 | 0 | 0 | 3 | 69 | 0 | 1 | 70 |
| 1630 - 1645 | 3 | 0 | 0 | 3 | 89 | 3 | 0 | 92 |
| 1645 - 1700 | 5 | 0 | 0 | 5 | 129 | 1 | 0 | 130 |
| Hourly Total | 13 | 0 | 0 | 13 | 344 | 5 | 1 | 350 |
| 1700 - 1715 | 5 | 0 | 0 | 5 | 134 | 0 | 1 | 135 |
| 1715 - 1730 | 2 | 0 | 0 | 2 | 131 | 1 | 0 | 132 |
| 1730 - 1745 | 3 | 0 | 0 | 3 | 150 | 1 | 0 | 151 |
| 1745 - 1800 | 6 | 0 | 0 | 6 | 144 | 1 | 0 | 145 |
| Hourly Total | 16 | 0 | 0 | 16 | 559 | 3 | 1 | 563 |
| 1800 - 1815 | 3 | 0 | 0 | 3 | 129 | 0 | 0 | 129 |
| 1815 - 1830 | 5 | 0 | 0 | 5 | 81 | 1 | 0 | 82 |
| 1830 - 1845 | 1 | 0 | 0 | 1 | 77 | 1 | 0 | 78 |
| 1845 - 1900 | 2 | 0 | 0 | 2 | 71 | 0 | 0 | 71 |
| Hourly Total | 11 | 0 | 0 | 11 | 358 | 2 | 0 | 360 |

| | | | | | | | | |
|----------------------|-----------|----------|----------|-----------|-------------|-----------|----------|-------------|
| Session Total | 40 | 0 | 0 | 40 | 1261 | 10 | 2 | 1273 |
|----------------------|-----------|----------|----------|-----------|-------------|-----------|----------|-------------|

Beach Road approach – Brenda Gautrey Way

| TIME | Left to Beach Road (North) | | | | Right to Beach Road (South) | | | |
|---------------------|----------------------------|----------|----------|-----------|-----------------------------|----------|----------|-----------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | 2 |
| 0715 - 0730 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 |
| 0730 - 0745 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 2 |
| 0745 - 0800 | 6 | 0 | 0 | 6 | 7 | 0 | 0 | 7 |
| Hourly Total | 20 | 0 | 0 | 20 | 13 | 0 | 0 | 13 |
| 0800 - 0815 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 1 |
| 0815 - 0830 | 5 | 0 | 0 | 5 | 3 | 0 | 0 | 3 |
| 0830 - 0845 | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 1 |
| 0845 - 0900 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 1 |
| Hourly Total | 40 | 0 | 0 | 40 | 6 | 0 | 0 | 6 |
| 0900 - 0915 | 7 | 0 | 0 | 7 | 3 | 0 | 0 | 3 |
| 0915 - 0930 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 |
| 0930 - 0945 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 |
| 0945 - 1000 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 |
| Hourly Total | 14 | 0 | 0 | 14 | 7 | 0 | 0 | 7 |

| | | | | | | | | |
|----------------------|-----------|----------|----------|-----------|-----------|----------|----------|-----------|
| Session Total | 74 | 0 | 0 | 74 | 26 | 0 | 0 | 26 |
|----------------------|-----------|----------|----------|-----------|-----------|----------|----------|-----------|

| | | | | | | | | |
|---------------------|-----------|----------|----------|-----------|----------|----------|----------|----------|
| 1600 - 1615 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 1 |
| 1630 - 1645 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 |
| 1645 - 1700 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Hourly Total | 17 | 0 | 0 | 17 | 3 | 0 | 0 | 3 |
| 1700 - 1715 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 1 |
| 1715 - 1730 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 |
| 1730 - 1745 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 7 | 0 | 0 | 7 | 4 | 0 | 0 | 4 |
| Hourly Total | 17 | 0 | 0 | 17 | 6 | 0 | 0 | 6 |
| 1800 - 1815 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| 1815 - 1830 | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 2 |
| 1830 - 1845 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 1845 - 1900 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Hourly Total | 17 | 0 | 0 | 17 | 2 | 0 | 0 | 2 |

| | | | | | | | | |
|----------------------|-----------|----------|----------|-----------|-----------|----------|----------|-----------|
| Session Total | 51 | 0 | 0 | 51 | 11 | 0 | 0 | 11 |
|----------------------|-----------|----------|----------|-----------|-----------|----------|----------|-----------|

Histon Road 26th September 2016

| TIME | Northbound | | | | Southbound | | | |
|---------------------|------------|----------|----------|------------|------------|-----------|----------|------------|
| | LIGHT | HEAVY | BUS | TOTAL | LIGHT | HEAVY | BUS | TOTAL |
| 0700 - 0715 | 75 | 1 | 0 | 76 | 85 | 0 | 0 | 85 |
| 0715 - 0730 | 77 | 2 | 2 | 81 | 103 | 2 | 2 | 107 |
| 0730 - 0745 | 85 | 1 | 1 | 87 | 112 | 2 | 2 | 116 |
| 0745 - 0800 | 89 | 1 | 2 | 92 | 136 | 1 | 0 | 137 |
| Hourly Total | 326 | 5 | 5 | 336 | 436 | 5 | 4 | 445 |
| 0800 - 0815 | 103 | 3 | 2 | 108 | 167 | 2 | 3 | 172 |
| 0815 - 0830 | 106 | 1 | 1 | 108 | 162 | 3 | 1 | 166 |
| 0830 - 0845 | 109 | 0 | 0 | 109 | 186 | 1 | 0 | 187 |
| 0845 - 0900 | 121 | 1 | 1 | 123 | 194 | 5 | 1 | 200 |
| Hourly Total | 439 | 5 | 4 | 448 | 709 | 11 | 5 | 725 |
| 0900 - 0915 | 96 | 2 | 1 | 99 | 179 | 2 | 2 | 183 |
| 0915 - 0930 | 85 | 2 | 1 | 88 | 155 | 3 | 2 | 160 |
| 0930 - 0945 | 81 | 0 | 0 | 81 | 138 | 0 | 0 | 138 |
| 0945 - 1000 | 67 | 1 | 2 | 70 | 121 | 1 | 1 | 123 |
| Hourly Total | 329 | 5 | 4 | 338 | 593 | 6 | 5 | 604 |

| | | | | | | | | |
|----------------------|-------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|
| Session Total | 1094 | 15 | 13 | 1122 | 1738 | 22 | 14 | 1774 |
|----------------------|-------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|

| | | | | | | | | |
|---------------------|------------|----------|----------|------------|------------|----------|----------|------------|
| 1600 - 1615 | 120 | 1 | 2 | 123 | 67 | 1 | 1 | 69 |
| 1615 - 1630 | 116 | 1 | 1 | 118 | 69 | 1 | 1 | 71 |
| 1630 - 1645 | 136 | 2 | 2 | 140 | 77 | 0 | 0 | 77 |
| 1645 - 1700 | 149 | 0 | 1 | 150 | 78 | 1 | 2 | 81 |
| Hourly Total | 521 | 4 | 6 | 531 | 291 | 3 | 4 | 298 |
| 1700 - 1715 | 167 | 2 | 2 | 171 | 72 | 0 | 0 | 72 |
| 1715 - 1730 | 182 | 1 | 3 | 186 | 93 | 0 | 2 | 95 |
| 1730 - 1745 | 177 | 0 | 3 | 180 | 89 | 1 | 1 | 91 |
| 1745 - 1800 | 179 | 1 | 1 | 181 | 90 | 2 | 0 | 92 |
| Hourly Total | 705 | 4 | 9 | 718 | 344 | 3 | 3 | 350 |
| 1800 - 1815 | 151 | 0 | 2 | 153 | 77 | 2 | 2 | 81 |
| 1815 - 1830 | 133 | 0 | 0 | 133 | 75 | 0 | 2 | 77 |
| 1830 - 1845 | 119 | 1 | 1 | 121 | 58 | 2 | 0 | 60 |
| 1845 - 1900 | 102 | 0 | 2 | 104 | 56 | 1 | 0 | 57 |
| Hourly Total | 505 | 1 | 5 | 511 | 266 | 5 | 4 | 275 |

| | | | | | | | | |
|----------------------|-------------|----------|-----------|-------------|------------|-----------|-----------|------------|
| Session Total | 1731 | 9 | 20 | 1760 | 901 | 11 | 11 | 923 |
|----------------------|-------------|----------|-----------|-------------|------------|-----------|-----------|------------|

Appendix 2: Transport & Travel Plan - critique

The **Transport and Travel Plans** have numerous errors or omissions with consequences for traffic volumes or road safety:

4.2.5.6 The speed surveys were conducted in March 2015; relying on measurements taken in a non-neutral month (to avoid holiday and adverse weather effects) is not in line with practice set in the Design Manual for Roads & Bridges

4.2.5.7 The surveys indicate a considerable proportion of vehicles travelling at over 40mph near the 30mph limited area at the proposed site access.

4.2.6 The surveys indicate a considerable proportion of vehicles travelling at nearly 40mph within the 30mph limited area near the proposed site access. Achieving acceptable visibility requirements will need more than simple relocation of the 30mph boundary as has been found on Beach Road where an additional 40mph buffer zone has been introduced and further measures are now being considered.

4.3 Given the prevailing road speeds it is likely that only a segregated cycle path would provide adequate safety for cyclists. The proposed internal cycle route depends on a possible future development by Persimmon and must be discounted here. Roads within Cottenham are not conducive to safe cycling due to frequent width constraints introduced in 1993 as part of the traffic-calming scheme; these chicanes force cyclists to dismount or cross into the path of motorists. The proposed Toucan crossing on Rampton road will help but appears not to be fully funded yet is only necessary as a result of the increased pedestrian and road traffic caused by the development.

4.4 No consideration has been given to mobility-impaired residents wishing to access facilities in the village core some considerable distance away.

5.1.1 Walking is the most important mode of travel at the local level BUT 2Km is an unsustainable walking distance for a substantial proportion of adult residents, especially those (most) with access to a car.

5.1.2 reinforces 2Km as the maximum walking distance, implying that 400m is much more sustainable.

5.1.3 Only the Primary School and a bus stop are within the 800m / 10 minute walk isochrones from the proposed site; all other village facilities are further away. Even the bus stops are the final stops on a 1-way journey around the village which terminates at Lambs Lane. Ongoing travel is often subject to considerable synchronisation delays at this stop. The legitimacy of using the suggested walk route alongside number 83 Rampton Road is questioned as Gladman have no control over access to it. We note the s106 offer to improve the bus stop on Lambs Lane and provide electronic timetable information there but would point out that RTI already exists at the terminus bus stop a little further along Lambs Lane.

5.1.4 While many village facilities are within 2Km of the site, it is unlikely that many residents would choose to walk to places such as Travis Perkins, supermarket or greengrocer with all but the lightest of purchases. The Anglican Church is beyond 2Km from the site.

5.1.5 highlights how few village facilities are beyond 800m practical walking distance from the site. The Post Office distance appears not to be the distance to the current Post Office which is now about 1500m from the site.

5.1.8 Linkage with other village pedestrian infrastructure does not mitigate the effect of distances involved.

5.1.9 Linkage with other village pedestrian infrastructure does not mitigate the effect of distances involved, although the Toucan crossing will improve safety on Rampton road if implemented. Rampton Road is a busy road with some 700 vehicles (800 by 2020) passing the site entrances at substantial speeds in the morning rush hour.

5.2 While cycling opens up some more options, including access to the Guided Busway at Oakington, the small proportion of people willing or able to make 25 minute 5 Km cycle journeys (the Chartered Institute

for Highways & Transportation guideline for maximum distance cyclable comfortably by a reasonably fit person) is limited, as demonstrated by the relatively small number of commute journeys by Cottenham residents made by cycle.

5.3 appears completely unfounded. Future residents of the proposed development will not have good accessibility to services they might use daily or major employment locations without extensive use of a car. In addition, the nature of most Cambridge jobs precludes car-sharing.

6.2 The site is not well-served by public transport when its nearest bus stops, some 500m from the site centroid, are at the end of a bus route. Even after this discontinuity, the service only meanders to Cambridge City Centre. No improvements have been suggested

6.3.2 implies that Citi8 services still run beyond Cambridge City Centre – not true.

6.3.3 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required, adding considerably to the times required.

6.3.5 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required, deterring commuters.

6.3.6 implies that Citi8 services still run beyond Cambridge City Centre – not true; a connection is required to reach the railway station, deterring commuters.

6.4 Suggesting drivers access the Guided bus by parking at Longstanton is hardly a “desire line” when there are Park & Ride facilities within a shorter distance.

6.5.1 Waterbeach is beyond reasonable cycling distance and parking there is all but impossible after 8am on weekday mornings. Chartered Institution of Highways & Transportation advises that a distance of 5 miles is the limit for comfortable cycling by a reasonably fit person

6.6.3 Cambridge is beyond reasonable cycling distance and the Citi8 no longer reaches the station.

6.6 The site is not adequately served by public transport and no improvements have been suggested. In the recent Neighbourhood Plan survey, 63% of residents wanted to see improvements in public transport links to Cambridge with only 11% currently using the bus 4 or more times a week. Bus services run at 20 minute intervals and a shorter journey time to Cambridge was the single most-cited (78%) incentive to use bus services more. This issue is not sufficiently addressed by the Travel Plan.

5. At 7.1.2 of the new travel plan there is a proposal to add a cycle footpath between the accesses to the site and the junction with Lambs lane. This can not be accommodated with the narrow width of the path.

7.5 The Travel Plan target of a 2-way vehicle trip rate of 0.546 vehicles per hour per dwelling within 5 years appears ambitious if not impossible. Our own actual trip generation measurements, carried out by independent consultants, on two representative Cottenham estates in April this year and TRICS data suggest a figure between 0.7 and 0.8 is more appropriate for an estate of this size in Cottenham where vehicle ownership and dependency is higher than might be the case elsewhere. Increasing modal share of passenger transport, cycling and walking will be particularly challenging given the distance of the site from Cottenham’s facilities, cyclist and pedestrian safety issues, the limited public transport options and the nature of employment in Cambridge. More worrying is the proposal to set a baseline after measurement then reduce it by just 10%.

8.3.1 We have serious reservations about the ability of the use of historic data, some as much as 15 years old, in the TRICS database to properly represent future travel conditions for an affluent village in such close proximity to a hyper-growth city like Cambridge. The TRICS data derived from the David Wilson Homes (off Beach Road, now known as Racecourse View) situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas

real measurements (see **Appendix 1**) commissioned by independent consultants for Cottenham Parish Council for the similarly-located Brenda Gautrey Way estate measured some 73 two-way trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour). **Note that, to avoid effects of holidays and weather, valid traffic measurements have to be made only in April, May, June, September and October according to the Design Manual for Roads & Bridges.**

The use of Pelham Way as a baseline for measuring existing traffic flows (8.8.2.4 of Transport Assessment) is flawed as the housing in this area is in a different stage of maturity having been built in the 1970s. As such the age profile of the residents will generally be older than purchasers on a new estate that are likely to have a higher percentage of families with working members. A more valid comparison would be to assess the traffic from the Tenison Manor estate - newer estate and more compatible in size.

8.5 Background traffic growth ignores any potential traffic growth from Endurance and other proposed developments in the vicinity. The TRICS data derived from the David Wilson Homes situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas real measurements commissioned by independent consultants for Cottenham Parish Council for the similarly-located (although closer to the village core) Brenda Gautrey Way estate measured some 73 two-way trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour).

8.7.1 The modal split is likely to have changed since the 2011 census, particularly against the use of bus following the curtailment of the Citi 8 service at Cambridge city centre, forcing more people to use private car transport. The location of the site and its distance from core village facilities, combined with limited public transport options are likely to increase the proportion of such departures and arrivals that are made as single person car journeys.

8.8.1 We have serious reservations about the ability of the use of historic data, some as much as 15 years old, in the TRICS database to properly represent future travel conditions for an affluent village in such close proximity to a hyper-growth city like Cambridge. The TRICS data derived from the David Wilson Homes situation demonstrates the inaccuracy of these database approaches to trip rate prediction in Cottenham and similar locations. AHA assume some 17 two-way vehicle trips will be generated by the 47 homes (equivalent to 0.36 trips per household per hour) whereas real measurements commissioned by Cottenham Parish Council for the similarly-located Brenda Gautrey Way estate measured some 73 trips from the 108 houses feeding that junction (equivalent to 0.68 trips per household per hour).

8.8.2 The traffic generated by the proposed development will have a material effect on the local highway network for two reasons. The traffic likely to be generated will be around twice that suggested and more of that traffic, following the closure of direct access to the A14, will flow via Rampton Road and Histon Roads towards Cambridge.

8.10 We believe, following evidence from the Brenda Gautrey Way estate that traffic generation will exceed 150 two-way trips in the morning rush hour, a material addition to the 800 vehicles passing the site, saturating the Oakington Road junction and taking the traffic entering Histon Road well above 1,000 vehicles per hour.

10.3 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

10.5 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

The meandering nature and extended journey time of the Citi8 limit its value as an alternative to single-person car journeys

- Cottenham does not host a full 6th form; students travel to Impington or Cambridge

10.7 When most Cottenham residents commute to work in or around Cambridge it is implausible that significant amounts of rush-hour travel can be converted to cycling or walking.

- The meandering nature and extended journey time of the Citi8 limit its value as an alternative to single-person car journeys

10.8 When the existing road junctions appear to operate at capacity already it is inconceivable that adding some 150 vehicle trips in the morning rush hour will not saturate some or all of these junctions leading to serious congestion, pollution and safety hazards for everyone.

10.9 AHA's analysis is flawed and does not demonstrate that the proposed development is consistent with the sustainable development objectives of national and local planning guidance.



Cottenham Neighbourhood Plan Survey

Final Report

February 2016

Thornhill Brigg Mill, Thornhill Beck Lane, Brighouse, West Yorkshire, HD6 4AH

T: 01484 404797 W: www.enventure.co.uk

Report prepared by:

Andrew Cameron
andrew@enventure.co.uk

Kayleigh Haigh
kayleigh@enventure.co.uk

Report reviewed by:

Matt Thurman
matt@enventure.co.uk

Enventure Research

Head Office:

Thornhill Brigg Mill, Thornhill Beck Lane, Brighouse
West Yorkshire HD6 4AH
T: 01484 404797

London Office:

Smithfield Business Centre, 5 St John's Lane, London, EC1M 4BH
T: 0207 549 1616

W: www.enventure.co.uk E: info@enventure.co.uk

Reg no: 4693096
VAT no: 816927894



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Executive Summary

Introduction

Cottenham Parish Council is leading the preparation of a **Neighbourhood Development Plan** to set out the **community's vision for the Cottenham area** over the next 15 years. The Plan will put policies in place that will help deliver that vision and influence planning permission for development in the Cottenham area.

Cottenham Parish Council wished to develop and conduct a survey amongst Parish residents in order to consult about issues, priorities and ideas, as well as evaluate likes and dislikes and satisfaction with living in the village. **The findings from the survey will be used to draft the initial Neighbourhood Development Plan.**

With this in mind, Cottenham Parish Council commissioned Enventure Research to develop and conduct the survey with Cottenham Parish residents to find out what they would like to see in the Plan in terms of development in the village over the next 15 years.

Residents' views were collected via a paper survey which was posted to every address in the village and copies of which were distributed in shops and other establishments, and an online survey which was sent to people via email and publicised via posters around the village and social media. The paper questionnaire also provided the link to the online survey on the front page. Residents who wished to complete the paper survey posted their completed questionnaire directly to Enventure Research using a pre-paid envelope. Residents were encouraged to take part in the survey by the Parish Council pledging to donate £0.50 to a local registered charity for every completed response.

This report details the feedback from the consultation. In total **973 people took part** in the consultation, providing a robust sample size to draw results from.

Key findings

Cottenham today – an understanding of how people currently see Cottenham (Questions 1, 2 & 3)¹

The majority of respondents (88%) said that they were very or fairly satisfied with Cottenham as a place to live at the moment. Satisfaction was highest amongst respondents from Tenison Manor (93% very or fairly satisfied) and lowest in the Fens and Twenty Pence Road area where 13% said they were dissatisfied to some extent. Satisfaction was highest for the 25-34 year old age group (96% satisfied) with 35-44 year olds being next most satisfied (92%). In contrast, one in ten (9%) 16-24 year olds expressed dissatisfaction with Cottenham as a place to live. Those living in households of three or more people were also more satisfied compared to those living in single households (90% compared to 85%).

When it came to people describing what they liked about life in the village, the amenities and facilities the village has to offer were mentioned most frequently by 49% of respondents, followed by respondents saying it was the people in Cottenham that they liked the most (42%) whether that be their friends, family, and neighbours or the community spirit and people's friendliness in general. This was particularly high in the Beach Road and Tenison Manor areas, the newer parts of the village.

In contrast, when asked about what they disliked most about living in Cottenham, the volume of traffic, particularly heavy goods vehicles (HGVs) and speeding cars featured more frequently than any other theme (45%). This was a particular problem for Histon Road area residents, seven in ten (71%) of whom mentioned this and for those in the age brackets 45-54 (54%) and 55-64 (46%). This could be an explanation for why one in ten (10%) Histon Road area respondents were dissatisfied with life in Cottenham. Traffic was also mentioned more by those with three or more people in their household (48%) than those living on their own (42%).

Cottenham in the future – a vision for Cottenham in 2030 (Questions 4, 5, 6, 7, 8 & 17)

Nine in ten respondents (92%) stated that they would like to be able to describe Cottenham as "safe" in 15 years' time and 89% said "friendly". The proportion of respondents giving the answer "safe" was greatest in the 25-34 and 35-44 age brackets (98% and 95% respectively), as was the word "friendly" (92% and 95% respectively). According to the data, these age groups were the most likely to have young children under the age of ten and this is corroborated by the fact that 97% of people with at least one child in their household aged 5-10 chose the word "safe" and 96% chose "friendly".

The majority of respondents (84%) feel that future development in the village will bring more traffic and three quarters (75%) think it will put pressure on existing medical facilities. Residents are also worried it will bring about a loss of identity and community (68%), place pressure on parking (62%), and on school places (58%) and create higher noise levels (55%). Histon Road area respondents were the most worried about more traffic (90%) whilst those aged 65-74 and above 75 were the most worried about pressure on medical facilities (86% and 84% respectively). People living in households of three or more were more worried about more traffic (84%) compared to those living alone (79%).

Over half of respondents (51%) thought that the biggest benefit that more development would bring would be to safeguard the future of the post office. This was followed by four in ten (41%) who felt that the biggest benefit would be better pavements and footpaths, and the same

¹ For a copy of the questionnaire please refer to Appendix B.

proportion cited better public transport. Safeguarding the future of the post office was particularly important for Beach Road area respondents (59%) and respondents from The Lanes (59%), as well as those aged over 75 (79%). Those aged 65-74 and 75 and over were more likely to say improved public transport was a benefit (46% each) than the other age groups and the 75 and over age group were also more likely to say that better pavements and footpaths would be a benefit (67%). Interestingly, only 15% of respondents thought there would be no benefits at all to new development, which suggests that for the majority of people new development would at least bring some benefits, albeit with worries too.

Nine in ten respondents (91%) said that improving medical services for all ages was important and 90% indicated that they felt that preserving the character of the village and Conservation area was important. This was followed by 89% who said that ensuring noise and pollution levels did not increase was important. A lot less importance was attributed to improving the number or availability of pre-school places (44%) and improving the number or availability of affordable homes (51%). Eight in ten (80%) said that improving movement into, out from and around the village was important, whilst 79% said that improving welfare and day care facilities for older residents was important.

Improving medical services for all ages was most important for those aged 25-34 (95%) and those with young children aged five and under (94%).

Preserving the character of the village and Conservation area was most important amongst 55-64 and 35-44 year olds (95% and 94% respectively said it was important) and amongst respondents from the Beach Road and Histon Road areas (95% each). Those aged 35-44 were also most likely to say that ensuring noise and pollution levels do not increase was important (95%), as were Histon Road area respondents (97%).

With regards to improvements required in the village, the majority of respondents (80%) said that the roads needed improving and eight in ten (79%) also felt the pavements and footpaths required improvement. The proportion indicating that the paths and pavements needed improving was the largest in the 75 and above age group. A particularly large proportion of Beach Road area residents also reported that pavements and footpaths (87%) and the roads (92%) needed improvement, indicating that the problems with footpath, pavement and road surfaces are most likely to be in that area of the village.

When it came to improvements needed for facilities in the village, almost two thirds of respondents (65%) indicated that either car parking facilities should be improved or action taken against inconsiderate and illegal parking in the village. This was followed by 64% each saying that medical facilities and pedestrian crossings required improvement, 63% bus services, 58% cycle paths, and 56% public toilets. Pedestrian crossing improvements were particularly important for those with children (74% of those living with children under five and 78% of those with children aged 5-10). All respondents aged 16-24 felt that the bus service needed improving, and those aged 65-74 and over 75 were most likely to say the pavements and footpaths required improvement (88% and 86% respectively).

At the end of the survey, respondents were asked to identify a single change that would improve their life in Cottenham. Improving the traffic situation, controlling speeding or introducing pedestrian crossings was the most popular theme arising from the comments provided, with 22% mentioning these. One in ten (10%) mentioned improving public transport and 7% said the pavements, footpaths or roads needed improving. Mentions of improving public transport were most frequent amongst the 16-24 year olds group (32%). People living in households of three or more were more likely to mention improvements to the traffic situation, controlling speeding or introducing pedestrian crossings (27%) in comparison to those living on their own (16%).

New facilities in Cottenham – strength of support for provision of new facilities and how they might be funded (Questions 9 & 10)

When asked about what the Neighbourhood Plan should identify money or land for, seven in ten respondents (71%) said they agreed that resources should be identified for a new medical centre, followed by a wider range of shops (63%), and a swimming pool (63%). A new medical centre was particularly important for Oakington Road area respondents, of which 81% agreed money or land should be identified for this. Those aged 16-24 recorded the lowest level of agreement that money or land should be identified for this purpose (55%).

In regards to identifying land or money for a wider range of shops, this was particularly important for those aged 65-74 (73% agreed) and those aged 75 and above (74% agreed). People who did not have children or young people living with them (67%) and those living on their own (70%) were more likely to agree that money or land should be identified for a wider range of shops. It should be noted that overall a quarter (26%) of respondents said they disagreed with identifying land or money for this purpose.

Females were more likely than males to agree with identifying land or money for a swimming pool (67% compared to 57%), as were those aged 25-34 (70%) in comparison to other age groups. Respondents with children under five were also more likely to agree with money or land being identified for a swimming pool than were those living in a household without any children or young people (74% compared to 61%).

Using donations and grants to fund improvements to village facilities was the most popularly identified source of funding, with 86% agreeing that these should be used. This was followed by 75% agreeing that sponsorship should be used. Two thirds of respondents (67%) agreed that improvements should be funded by developments. Raising local taxes was the least popular option, with only 45% agreeing. Only 5% of respondents felt that no improvements should be made to village facilities.

Funding improvements to facilities through housing development was least popular amongst 35-44 year olds, with over a quarter (27%) disagreeing. Likewise, a quarter (26%) of those living with children under five said they disagreed, as did 30% of those who were living with a child aged 5-10. Instead, those aged 35-44 were more likely to agree with paying for improvements to facilities through sponsorship (88%) and through donations and grants (95%). These two latter options were much less popular amongst 16-24 year olds (68% and 73% respectively). A larger proportion of males agreed with funding improvements through housing development than females (73% compared to 63%).

Additional housing – scale, type and location (Questions 11, 12 & 13)

When it came to building new houses in Cottenham, support for affordable or starter homes was highest, with 30% saying a lot more of this type of accommodation was needed and 38% saying a few more were needed. Support for a lot more affordable or starter homes was higher amongst people living in households with no children or young people (32% agreed) and amongst those in the older age groups (36% of those aged 65-74 and those over 75 agreed).

A fifth (20%) of those responding to the survey agreed that a lot more “growing family homes” and low cost rental accommodation should be built (20% and 19% respectively). Support for low cost rental accommodation was highest in the Fens and Twenty Pence Road area (33% agreed). Twenty-eight per cent of those aged 75 and above agreed that a lot more rental accommodation was needed, the highest of any age group and those living on their own were most likely to agree that a lot more were needed (27%).

Over two-thirds of respondents said they agreed with small developments (69%) and just over half (53%) agreed that single plots should be allowed. There was a lot less support for large developments being built, with 66% disagreeing that these should be allowed.

Opposition to large housing developments was highest amongst Beach Road area and Histon Road area respondents (77% and 76% respectively disagreeing). However, males were more likely to agree with large housing developments than females (30% compared to 22%), as were those aged 25-34 (36%) compared to the other age groups. Those living in households of three or more people were more likely to disagree that large developments should be allowed (68%) compared to those living alone (54%).

When informed that Cottenham requires 100 more affordable homes and asked whether they agreed with small estates of affordable homes being built on the outskirts of the village or large developments of 200-250 homes being built, 60% agreed with the former and 60% disagreed with the latter. Residents of Tenison Manor were most likely to agree with large developments (34%), which is unsurprising given that it was itself a large estate built within the last fifteen years. Males were more likely to agree with large developments (32%) than females (24%) and those living in households of two people and three or more people were more likely to disagree (62% and 61% respectively) than those living on their own (50%).

In regards to building smaller estates, this was most popular amongst respondents from the High Street and Conservation area (67% agreeing) compared to other areas. For Oakington Road area respondents, however, a larger proportion disagreed with smaller estates (56%) than agreed (42%). Smaller estates were more popular amongst those living in households without any children (64% agreed) compared to those with children under five (55%) and aged 5-10 (46%), as well as amongst those aged 75 and above (70% agreed) in comparison to the other age groups.

Other challenges – increasing bus usage and people’s preference for changes to improve traffic and pollution (Questions 14, 15 & 16)

Over half of those responding to the survey (52%) said that they used the bus at least once a month. Three in ten (30%) used it at least once a week, with one in ten (11%) saying they used it four or more times a week. However, a third (32%) said that they hardly ever or never used it. Bus usage was highest for Rampton Road area respondents, of whom 42% said they used the bus at least once a week. In regards to age, 16-24 were most likely to use the bus at least once a week (59%) and bus usage was lowest amongst 25-34 year olds, with 48% saying they hardly ever or never used the bus. Respondents with children aged over 11 years old in their household were more likely to use the bus at least once a week (38%) compared to those with younger children living with them or no children (30%).

To encourage people to use the bus more often, a shorter and more direct journey to Cambridge is the most popular incentive. Seven in ten (71%) said this would encourage them to use the bus service more frequently. Forty-eight per cent said a service to the guided bus at Oakington would encourage them and 44% cited cheaper fares. A shorter and more direct journey time was particularly important to those of sixth form or working-age, with more than three quarters in each sixth form or working-age age group saying this would encourage them more. Cheaper fares were most important for those aged 16-24 (82% said they would use the bus more) and for the older groups a service to the guided bus was more important (56% of those aged 65-74 chose this response, as did 53% of those aged 75 and above). Those with children under five living in their household were more likely to want a shorter journey time or a more direct service to Cambridge (81%), and a bus service to Waterbeach (30%) compared to those with older children or no children in their household.

When asked about what traffic calming and pollution reducing measures residents were in favour of being introduced into Cottenham in the next 15 years, the most popular measure was prohibiting HGV traffic along the High Street (except for access), with 64% providing this response. Six in ten (59%) were in favour of changes to traffic routes to avoid sensitive areas of the village, 47% supported preventing buses from standing with their engines running at Victory Way, and 46% supported the introduction of 20mph zones. Changing the traffic routes was most popular for Histon Road area respondents (73%) and female respondents (64% compared to 54% of males). Those aged 35-44 and 45-54 were also more in favour of this option (69% and 68% respectively) compared to the other age groups, as were those living in households of three or more people (68%).

Prohibiting HGV traffic along the High Street was the most important introduction for people, with 23% favouring this choice. Like with the changes to traffic routes, prohibiting HGV traffic was the most important introduction for Histon Road area respondents (39%).

Representativeness of responses (Questions 18 to 25)

When comparing the demographic questions asked at the end of the survey to the 2011 Census data, it becomes apparent that females are over-represented in the survey sample, as are the older age groups (65-74 and 75+). On the other hand, the 16-24 age group is significantly under-represented and the number of people from this age group who responded to the survey was low (22). Therefore when interpreting the data for this age group, caution should be exercised. For more information about the representativeness of the survey responses please refer to pages 13 to 15.

The Survey Programme

Introduction

Cottenham Parish Council works in partnership with South Cambridgeshire District Council, Cambridgeshire County Council and other organisations to develop new and improve existing facilities in the village of Cottenham. Cottenham is a fen-edge Cambridgeshire village in which around 6,400 people reside in 2,700 homes across the Parish.

The Parish Council is leading the preparation of a **Neighbourhood Development Plan** to set out the **community's vision for the Cottenham area** over the next 15 years. The Plan will put policies in place that will help deliver that vision and influence planning permission for development in the Cottenham area. The Neighbourhood Development Plan will determine the development and use of land in the area and look at making other improvements to the neighbourhood, including the development and design of new homes, shops, offices, and other infrastructure.

Decisions on any future planning applications will have to legally take the Neighbourhood Development Plan into consideration.

This report presents the findings from the Cottenham Neighbourhood Plan survey conducted for Cottenham Parish Council by independent market research agency Enventure Research.

This survey plays an important role in capturing Parish residents' views, perceptions and opinions of development and improvements required to the village and the findings from the survey will be used to draft the initial Neighbourhood Plan.

Questionnaire

The questionnaire was designed in partnership between Cottenham Parish Council and Enventure Research, asking a mix of single response questions, multiple response questions, open end questions, and grid questions. A copy of the questionnaire can be found in **Appendix B**.

A Neighbourhood Development Plan is mostly about the future use of land. The questionnaire was intended to help establish:

1. Cottenham today – understanding how people currently see Cottenham, especially what they like most and what they see as shortcomings (Questions 1, 2 and 3)
2. Cottenham in the future – a vision for Cottenham in 2030, based on what people like about Cottenham today and what they want to see improved in coming years (Questions 4, 5, 6, 7, 8 and 17)
3. New facilities – how new facilities might be funded and the strength of support for their provision (Questions 9 and 10)
4. Additional housing – scale, type and location of new housing (Questions 11, 12 and 13)
5. Other challenges – increasing bus usage and people's preference for changes to improve traffic and pollution (Questions 14, 15 and 16)
6. Demographic questions – to determine whether the feedback is representative of the Parish's population (Questions 18 to 25)

Methodology

The survey was conducted with **residents of Cottenham aged 16 or over** via a paper and online survey.

The paper survey was distributed by post to 2,628 households in the Parish accompanied by a second class freepost envelope for residents to return the survey to Enventure Research. A further 1,372 questionnaires were provided to Cottenham Parish Council for distribution in local establishments such as shops, restaurants, public houses, and the village library.

The online survey was promoted via the following channels:

- On the front page of the paper questionnaire
- On the Cottenham Parish Council website
- On Facebook and Twitter using the Parish Council's social media accounts
- Emailed to a subscribed list of contacts
- Posters publicising the survey were circulated to community venues, shops and restaurants
- Flyers publicising the survey were circulated around the village
- On Streetlife
- Through a programme of meetings with community leaders

The online survey was fully optimised for all devices connected to the internet so respondents were able to take part on their mobile smartphones and tablets, as well as using PCs and laptops.

Parish residents were incentivised to take part via a £0.50 charity donation being made by the Parish Council to a registered charity of their choice for each completed questionnaire.

A total of **973 Cottenham Parish residents took part** in the survey between 15th December 2015 and 26th January 2016. To identify differences between different areas of the village, respondents were asked to indicate the area of the village in which they lived. Figure 1 below shows the responses. For a map of the village please refer to Appendix A.

Figure 1 – Q21. Which area best describes where you live?
Base: Those to whom the question was asked² (971)

| Response | Number | Percentage |
|---------------------------------|--------|------------|
| Beach Road area | 75 | 8% |
| Fen (NW of Cottenham Lode) | 7 | <1% |
| Fen (East of Cottenham Lode) | 5 | <1% |
| High Street / Conservation Area | 348 | 36% |
| Histon Road area | 62 | 6% |
| Oakington Road area | 43 | 4% |
| Rampton Road area | 122 | 13% |
| Tenison Manor | 160 | 17% |
| The Lanes | 96 | 10% |
| Twenty Pence Road area | 18 | 2% |
| Outside of the boundary | 5 | <1% |
| No response | 30 | 3% |

² Please note that the above question was not asked to two respondents who said they were business owners and did not live in the village.

When looking at the method of response, 658 respondents (68%) completed the paper questionnaire and returned it to Enventure Research and 315 respondents (32%) took part online.

Interpretation of the data

This report contains several tables and charts that present survey results. In some instances, the responses may not add up to 100%. There are several reasons why this might happen:

- The question may have allowed each respondent to give more than one answer
- Only the most common responses may be shown in the table or chart
- Individual percentages are rounded to the nearest whole number so the total may come to 99% or 101%
- A response of between 0% and 1% will be shown as <1%.

As the survey was completed by a sample of Cottenham Parish residents (973 people), and not the entire adult population, all results are subject to sampling tolerances.

Based on a total population of around 4,800 Parish residents aged 16 and above, a sample of 973 respondents will give results that are accurate to approximately +/-3% at the 95% confidence level. This means, for example, if 50% of respondents responded with a particular answer to a question, we can be 95% sure that if all residents of Cottenham had responded to the survey, the actual result would be between 47% and 53%³.

As a self-completion questionnaire was used, not all respondents have answered all of the questions. For comparison purposes, each chart and table shown in this report will show the level of “no responses” for each question i.e. the percentage of respondents who did not leave an answer.

For the analysis of some questions, we have amalgamated some of the responses together in order to interpret the data. We have done this in cases where responses can be added together to indicate a level of agreement or disagreement or importance with a statement or question e.g. “Strongly agree” and “Agree”, and “Very important” and “Fairly important”.

Subgroup analysis has been undertaken to explore the results provided by key subgroups such as gender, age group, household size, age of children living in household, method of response (i.e. paper or online) and satisfaction with life in the village. This analysis has only been carried out where the sample size is seen to be sufficient for comment (over 20). Where sample sizes were not large enough, subgroups have been combined (such as areas of the village⁴) to create a larger group.

In order to compare results between subgroups, statistical analysis has been undertaken. This allows us to be confident that any difference between scores is real and is not due to chance. Results between subgroups have been tested at a 95% confidence level. Only those differences that are statistically significant according to the z-test have been commented on within this report. The z-test is a commonly used statistical test to highlight whether differences in results are ‘significant’. By ‘significant’ we mean the likelihood that two results would still be different if everyone in the village had responded to the survey.

³ Please note that this is an example only and does not correlate with any of the questions asked in this survey.

⁴ In the report, Fen (NW of Cottenham Lode), Fen (East of Cottenham Lode), and the Twenty Pence Road area have been combined to create a larger subgroup.

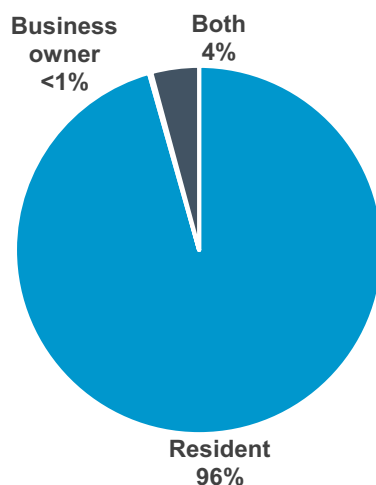
There were a number of open ended questions in the survey which allowed respondents to write their own response rather than tick a box. To analyse these answers and present them in an understandable way, responses to each open ended question have been sorted into a number of categories and themes, allowing them to be visually presented as charts and tables.

Sample profile

Figures 2 to 6 present key demographic data of survey respondents from Questions 18-25 of the survey. The majority of respondents (96%) identified themselves as being residents of Cottenham and 4% said they were both business owners and residents. Two people identified themselves as business owners, but said they were not residents of the village.

Figure 2 – Q18. Are you a resident of Cottenham or are you the owner of a business in Cottenham?

Base: All respondents (973)

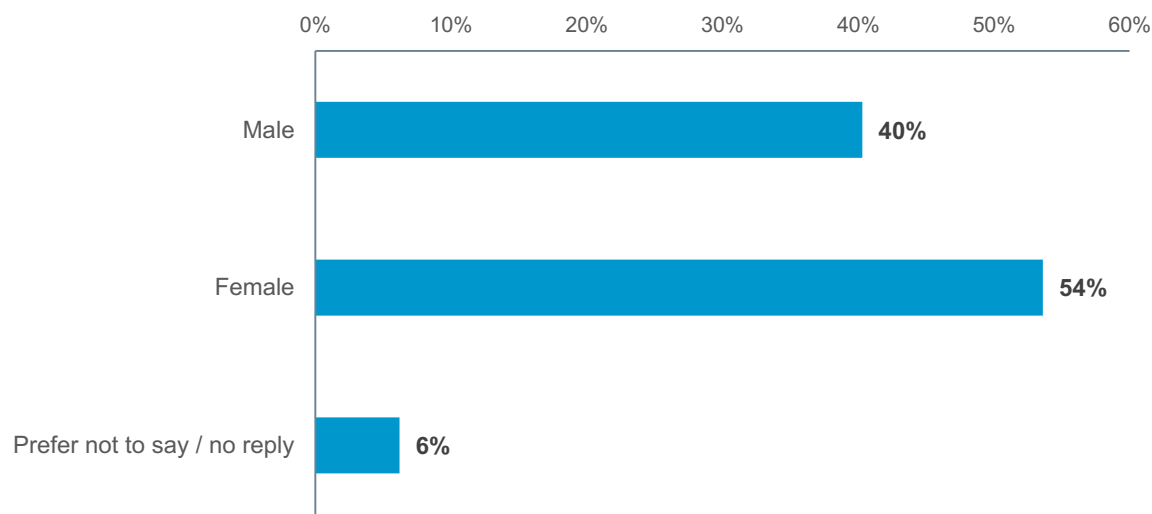


Figures 3 to 6 show questions that were not asked to the two respondents who indicated they were business owners and did not live in Cottenham. Therefore the charts and tables below show only 971 responses.

Figure 3 shows that a larger proportion of females than males responded to the survey (54% and 40% respectively), whilst 6% preferred not to say whether they were male or female, or did not answer the question at all. This is in contrast to the 2011 Census data which indicates there is a more even split between males and females in the Parish.

Figure 3 – Q22. Gender

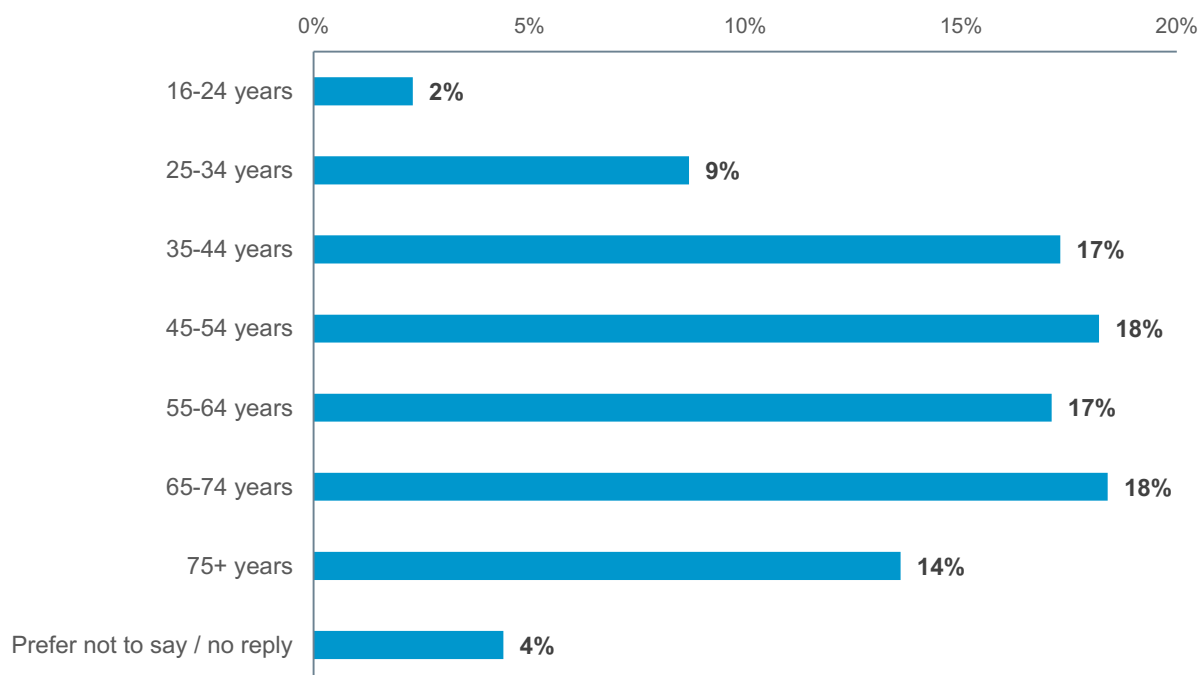
Base: Those to whom the question was asked (971)



In terms of area of the village, there was a fairly even split of males and females in the Oakington Road area (49% each) and in The Lanes 50% of the respondents were male. However, the proportion of males responding was very low in the Fens and Twenty Pence Road area (30%) and Tenison Manor (35%). The proportion of males responding to the online survey (47%) was also larger than the proportion responding to the paper survey (37%).

Respondents were next asked to indicate which age category they were in. As Figure 4 shows, a broad range of age groups responded to the survey. When comparing this data to the 2011 Census data, it looks like the youngest age category (16-24) is under-represented and the older age categories (65-74 and 75+) are over-represented. This should therefore be kept in mind when interpreting the data represented in this report. It should also be kept in mind that the number of respondents aged 16-24 is low (22), therefore percentages for this age group should be interpreted with caution.

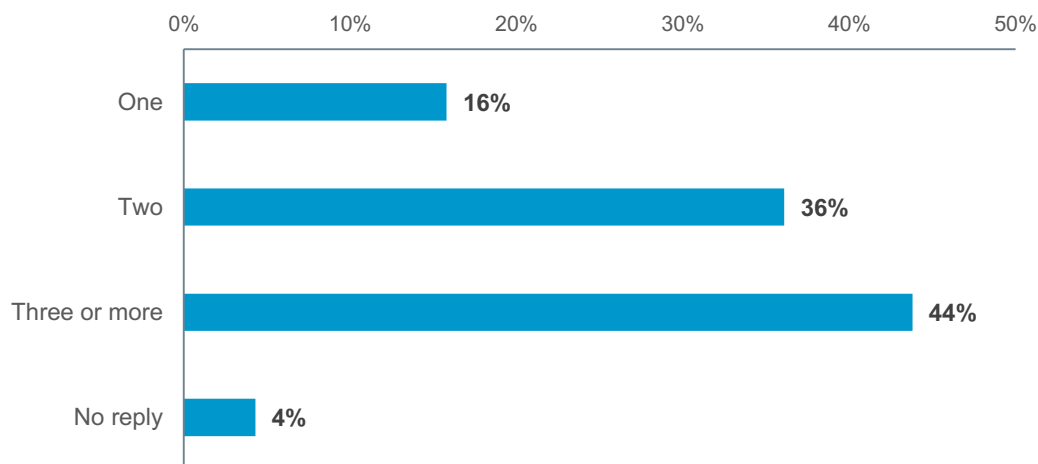
Figure 4 – Q23. Age
Base: Those to whom the question was asked (971)



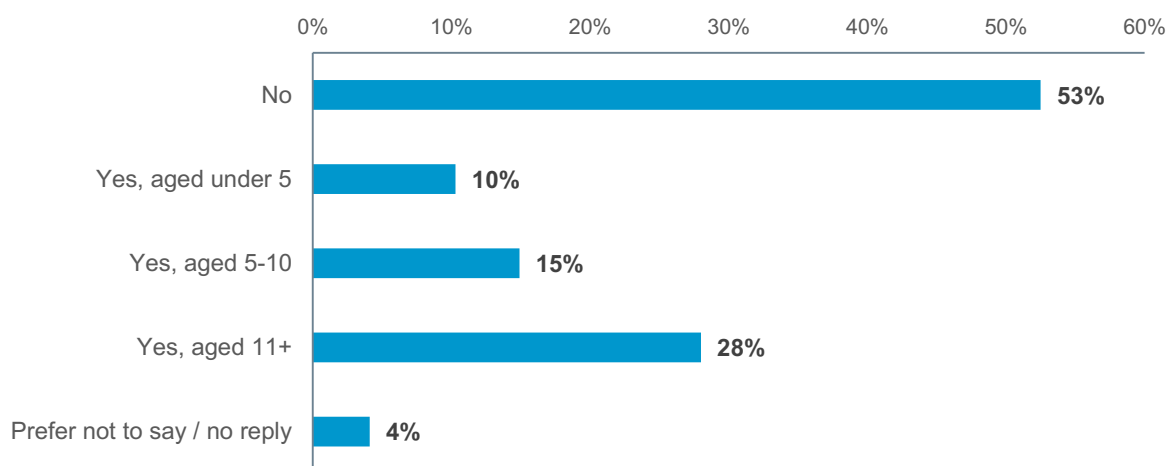
The Oakington Road area saw the largest proportion of 16-24 year olds responding to the survey (9%), which was much higher than in any other area. Three in ten (30%) Oakington Road area respondents also identified themselves as being between the ages of 45 and 54. When it came to the 35-44 age category, over a quarter (26%) of Tenison Manor respondents said they were in this age group. Almost a third (32%) of Histon Road area respondents said they were aged 65-74, the highest proportion in any of the areas.

Respondents were asked how many people lived in their household and whether they had any children or young adults living in their household. Figures 5 and 6 show the results for these questions. As can be seen, over half of those responding (53%) said that they did not have any children living in their household. However, 44% of those responding to the survey said that they lived in a household of three or more people and only 16% said that they lived alone.

**Figure 5 – Q24. How many people live in your household?
Base: Those to whom the question was asked (971)**



**Figure 6 – Q25. Do you have any children or young adults in your household?
Base: Those to whom the question was asked (971)**



Considering household size by area, the proportion of respondents living on their own was much lower in the Histon Road area (3%) than in Tenison Manor (23%), the Beach Road area (15%), the High Street and Conservation area (16%), and the Rampton Road area (16%). Over half of Histon Road area respondents (52%) said that they lived in a household of two people. The largest proportion of respondents living alone was amongst the 75 and above age category (39%) and no 16-24 year olds said they lived on their own.

It should also be noted that the 35-44 age group were most likely to have at least one child under the age of five (63%) living in their household and at least one child aged between five and ten (65%). A quarter (25%) of those aged 25-34 also said they had at least one child under five living in their household.

Survey Findings

Cottenham today (Questions 1, 2 & 3)

Understanding how people see today's Cottenham, especially what they like most and what they see as shortcomings, provides important context to help Cottenham Parish Council understand attitudes and opinions on other issues such as improvements to the village. Respondents were therefore first asked how satisfied or dissatisfied they were with Cottenham as a place to live.

As Figure 7 shows below, the majority of respondents (88%) said that they were satisfied with Cottenham as a place to live (35% very satisfied and 53% fairly satisfied). A further 6% said they were neither satisfied nor dissatisfied and only 4% said they were dissatisfied (3% fairly dissatisfied and 1% very dissatisfied). The remaining 3% either did not answer the question or said that they did not know.

Figure 7 – Q1. Overall, how satisfied or dissatisfied are you with Cottenham as a place to live at the moment?

Base: All respondents (973)

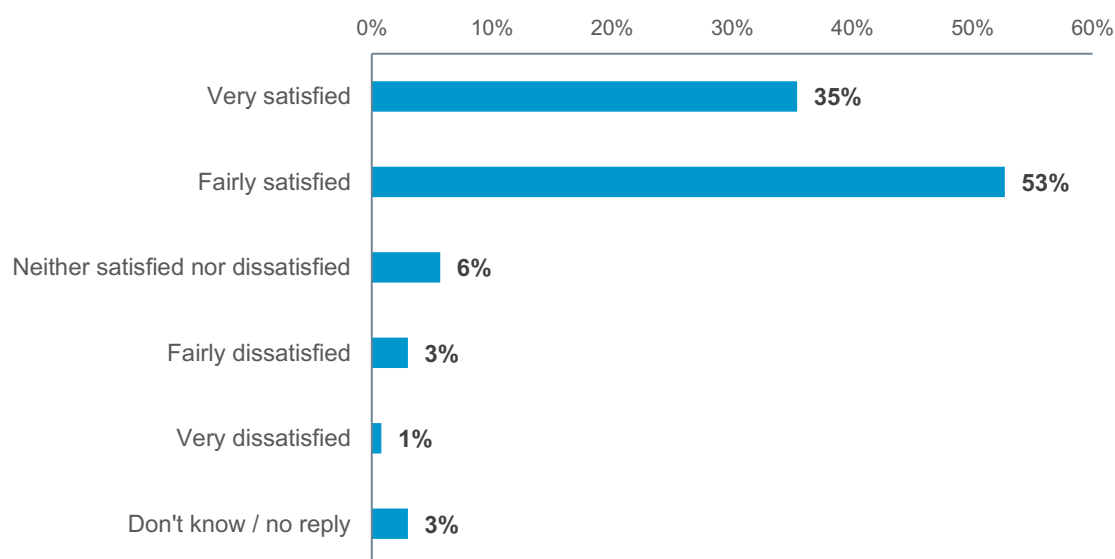
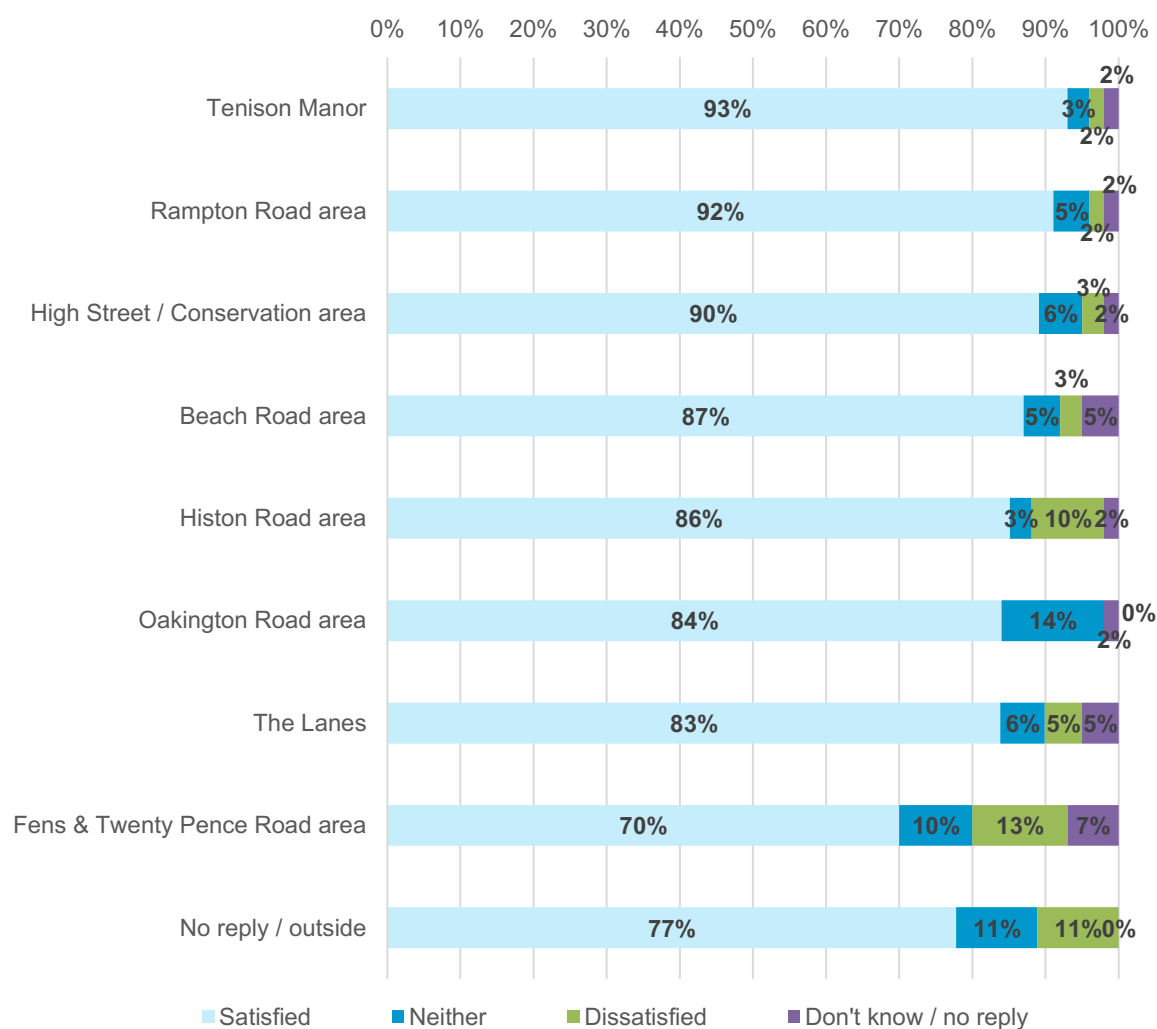


Figure 8 presents the satisfaction levels reported by respondents in each area of the village. Satisfaction was highest in Tenison Manor, where 93% of respondents were either very or fairly satisfied and the Rampton Road area, where 92% gave the same answer. By contrast, satisfaction was lowest in the Fens and Twenty Pence Road area where only 70% of respondents said they were very or fairly satisfied and amongst Histon Road area respondents, where 13% said they were dissatisfied. Although the Oakington Road area saw the smallest proportion of respondents saying they were very satisfied (19%), in comparison to the other areas, interestingly no-one from this area said they were dissatisfied.

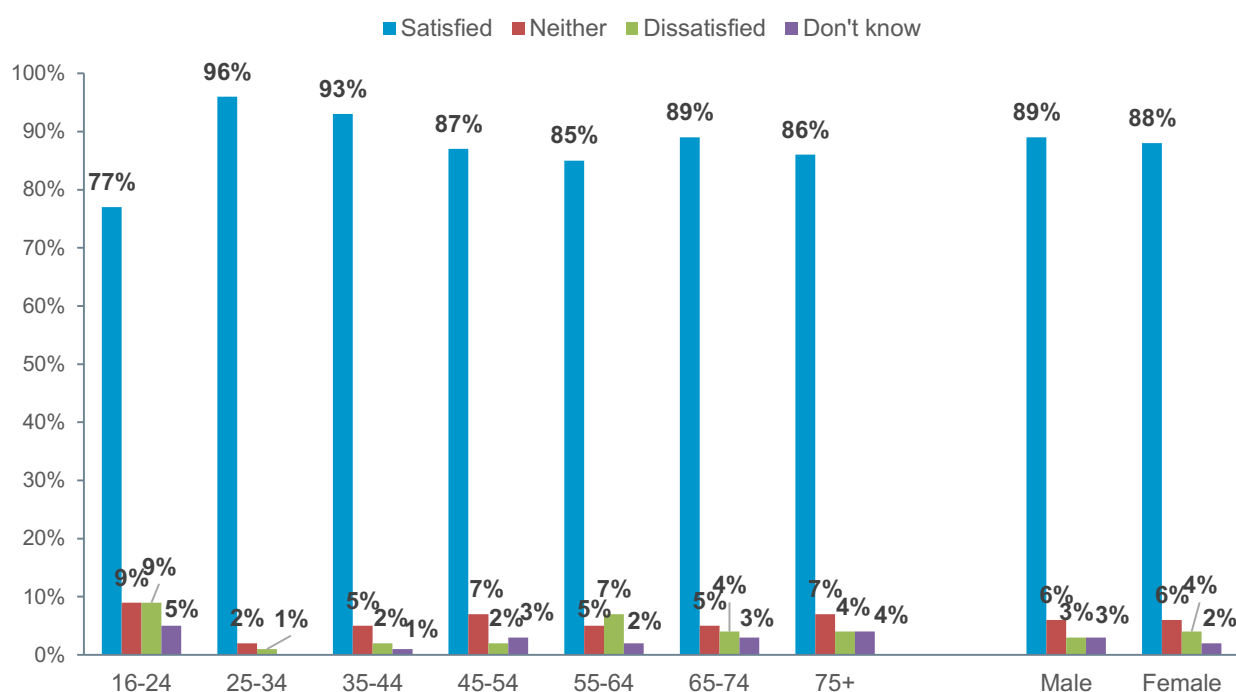
Figure 8 – Q1. Overall, how satisfied or dissatisfied are you with Cottenham as a place to live at the moment?
Base: All respondents (973)



As can be seen in Figure 9, there was little difference between the levels of satisfaction of male and female respondents. Considering the results by age, respondents aged 25-34 reported the highest level of satisfaction (96% satisfied), followed by 35-44 year olds (93% satisfied). In contrast, satisfaction was lowest amongst the youngest age group, 16-24 year olds, with only 77% reporting they were satisfied and 9% reporting they were dissatisfied. However, it should be noted that the number of 16-24 year olds within the sample is low (22) so these figures should be treated with caution.

Figure 9 – Q1. Overall, how satisfied or dissatisfied are you with Cottenham as a place to live at the moment?

Base: All respondents (973)

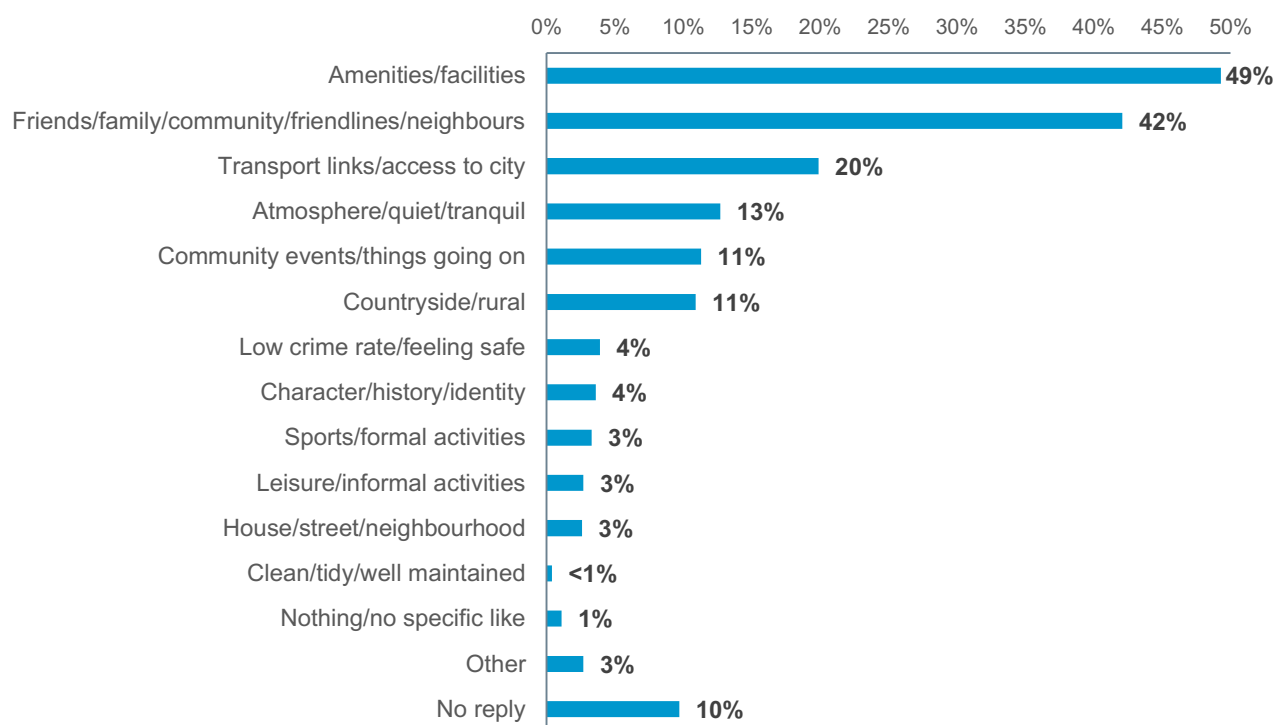


A large proportion of those living in households of three or more people said they were satisfied with life in the village (90%). By contrast, 85% of those who lived alone said they were satisfied.

When looking at the results by method of survey completion, a greater proportion of those responding online (92%) were satisfied than those responding via the paper survey (86%).

Respondents were next asked to comment on what they most liked about living in Cottenham. These comments were themed and are presented in Figure 10. Almost half (49%) of the comments mentioned the amenities and facilities available in the village, followed by the general community spirit and friendliness of friends, family and neighbours (42%). A fifth (20%) mentioned the village’s transport links and access to the city.

Figure 10 – Q2. What do you currently most like about living in Cottenham? (Coded responses⁵)
Base: All respondents (973)



There were few differences in results between areas of the village, although it should be noted that a greater proportion of comments provided by Beach Road area and Tenison Manor residents mentioned friends/family/community/neighbours (48% for both) than other areas, particularly the Oakington Road area where this theme was only mentioned in 30% of the comments. A fifth (19%) of Oakington Road area residents mentioned the countryside and the rural feel of where they lived. In stark contrast, this was mentioned by only 8% of High Street and Conservation area residents, which is unsurprising given that this area is the centre of the village and not bordered by countryside.

Comments from female respondents were more likely to mention the amenities and facilities than those given by males (54% compared to 43%) and more likely also to mention friends, family, friendliness and sense of community (49% compared to 35%). A larger proportion of males mentioned the atmosphere, quietness and tranquillity (16% compared to 10% of females) and the countryside and rural location (13% compared to 9%). A greater proportion of males in comparison to females also did not leave a comment (13% compared to 7%).

The amenities and facilities were mentioned less by those aged 16-24 (36%) and 75 and over (33%) than the other age groups, indicating that this aspect was more important for those aged 25-65 in the village. Almost a fifth (19%) of those aged 75 and above chose not to provide a comment, the highest of any of the age groups.

⁵ By coded responses, we mean that comments have been themed so the themes can be presented in a chart format.

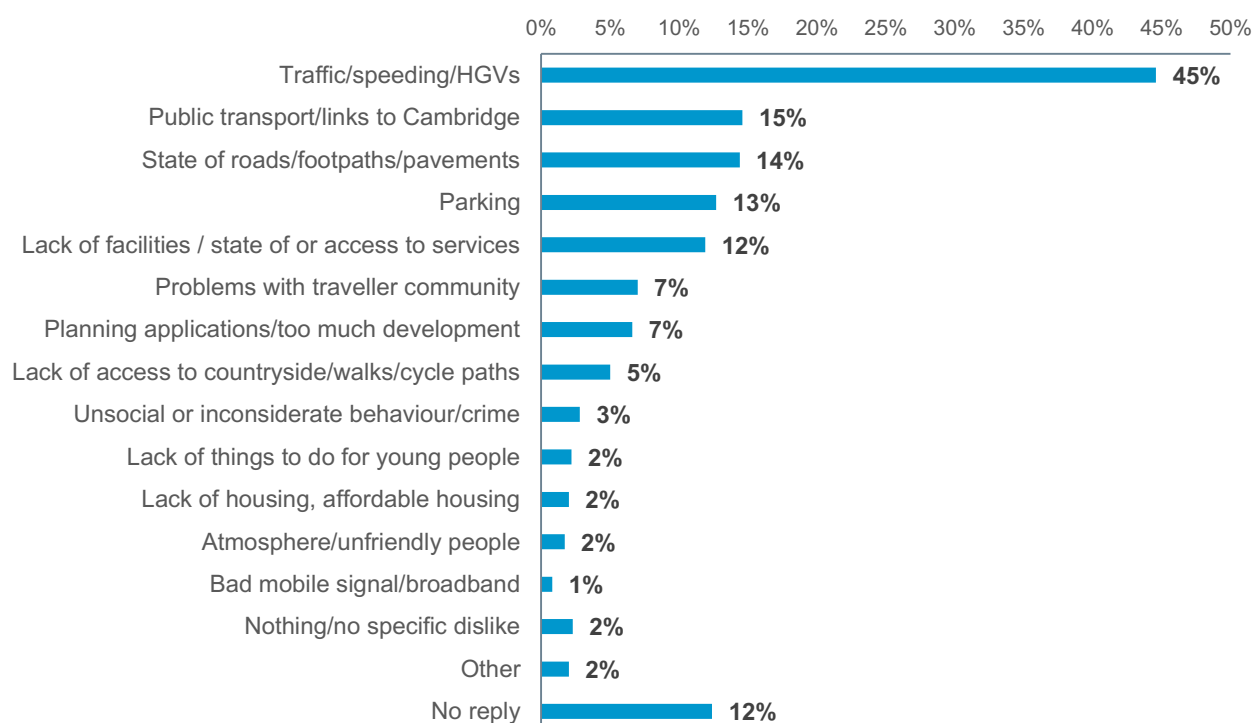
When it comes to household size, the larger the household, the more likely respondents were to mention the amenities and facilities (56% of respondents from households of three or more compared to 39% of people living alone), indicating that a key attraction for people with families is the facilities and amenities available on their doorstep.

People responding online were more likely to mention the amenities and facilities (53%), than those responding via the paper survey (47%).

Respondents were then asked about what they disliked about living in Cottenham in the form of a verbatim comment. The most common theme emerging was traffic and speeding of vehicles in the village (45% of comments), followed by the public transport provision and access to Cambridge (15%), the state of the roads, pavements, and footpaths (14%) and bad parking / lack of parking facilities (13%). This is shown in Figure 11.

Figure 11 – Q3. What do you currently most dislike about living in Cottenham? (Coded responses)

Base: All respondents (973)



Looking at the results by area in the village, traffic and speeding seems to be a particular problem for Histon Road area residents, with 71% of comments mentioning this, the highest out of any of the village areas. By contrast, this was only mentioned by 29% of Beach Road area residents, indicating that traffic and speeding might be less of a problem in that area. However, for Beach Road area residents, the state of the roads, pavements, and footpaths is a particular problem, with almost a quarter of comments mentioning this (23%), the highest out of all of the areas.

There were very few differences between responses provided by males and females, although it should be noted that a greater proportion of females (17%) mentioned the public transport and access links to Cambridge than males (10%).

When it comes to age, speeding and traffic in general was more likely to be mentioned by 45-54 and 55-64 year olds (54% and 48% respectively), particularly in comparison to 16-24 year olds (27%) and 25-34 year olds (32%). Those with three or more people in their household

were also more likely to mention traffic and speeding (48%) than those from single households (42%), indicating that this might be a particular worry for those with families.

Parking was a particular problem mentioned the most in comments from people aged 75 and over (18%), whilst the state of the roads, footpaths and pavements was most mentioned by 55-64 year olds (19%) and 65-74 year olds (18%). This theme was not mentioned at all by 16-24 year olds, and neither were parking or crime and antisocial behaviour.

Looking at the themes emerging compared to satisfaction with life in the village, traffic and speeding were mentioned most frequently by those who said they were dissatisfied with living in the village, or neither satisfied nor dissatisfied (47%), followed by the state of the pavements, footpaths and pavements (21%).

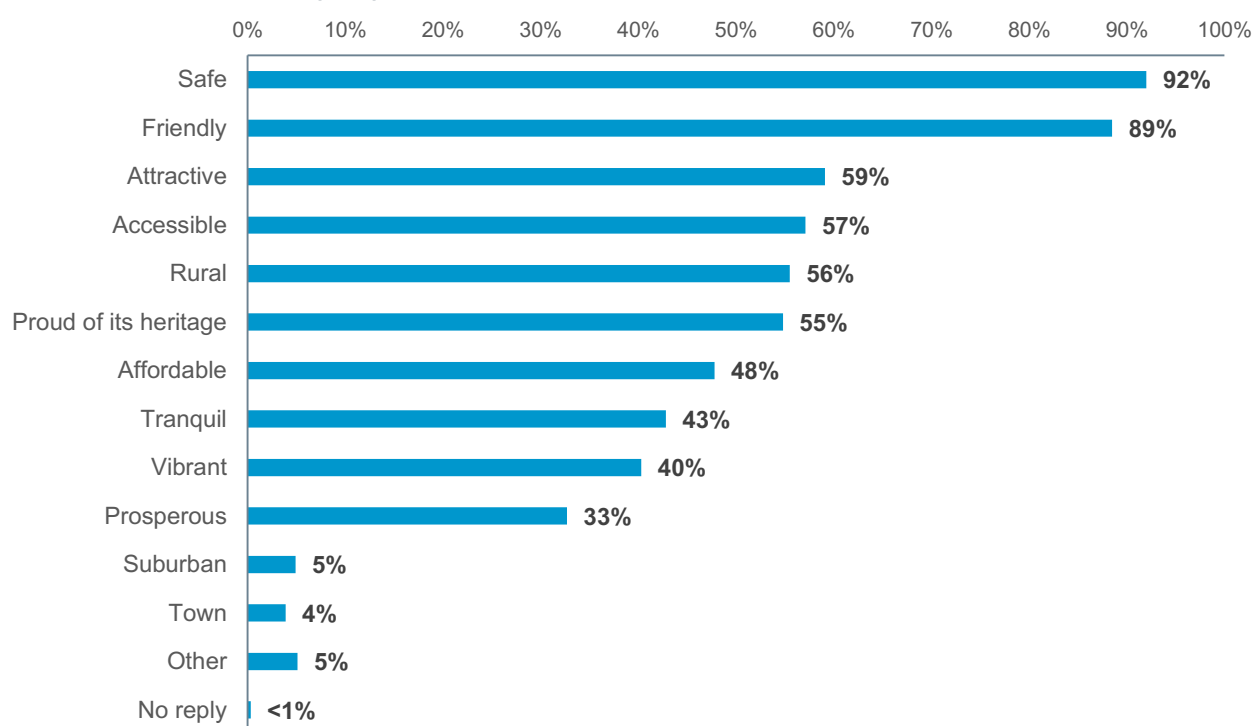
Traffic and speeding were more likely to be mentioned by those who completed the survey online (49%), compared to 43% of those who completed the paper survey. This was also the case when it came to a lack of access to facilities and services, with this mentioned in 17% of the comments provided online, in comparison to 10% of the comments provided by people completing the paper survey.

Cottenham in the future (Questions 4, 5, 6, 7, 8 & 17)

In order to determine the vision for Cottenham in 2030 to feed into the Neighbourhood Plan, the Parish Council wanted to understand what people wanted Cottenham to be like in 15 years' time and what they wanted to see improved.

Respondents were asked about how they would like Cottenham to be described in 15 years' time, choosing from a list of adjectives and phrases. The most commonly chosen word or phrase was "safe", with 92% of respondents choosing this response, closely followed by "friendly" (89%). The other most commonly selected words or phrases were "attractive" (59%), "accessible" (57%), "rural" (56%) and "proud of its heritage" (55%). The least popular words or phrases were "suburban", which only saw 5% chose it from the list, and "town" (4%), perhaps indicating that the majority of people do not want the size of the village to increase substantially or to become a suburb of Cambridge. This is shown in Figure 12.

Figure 12 – Q4. How would you like Cottenham to be described in 15 years?
Base: All respondents (973)



Five per cent of the respondents chose "other" from the list and the majority of comments provided were about how people would like the village to stay the same size as it is and retain its identity as a village.

The word "safe" was the most commonly chosen by residents from all village areas, with "friendly" being the second most common. However, a smaller proportion of respondents from the Oakington Road area chose "friendly" (77%) in comparison to the other areas. In contrast, 93% from both the Fens and Twenty Pence area and Tenison Manor chose this word.

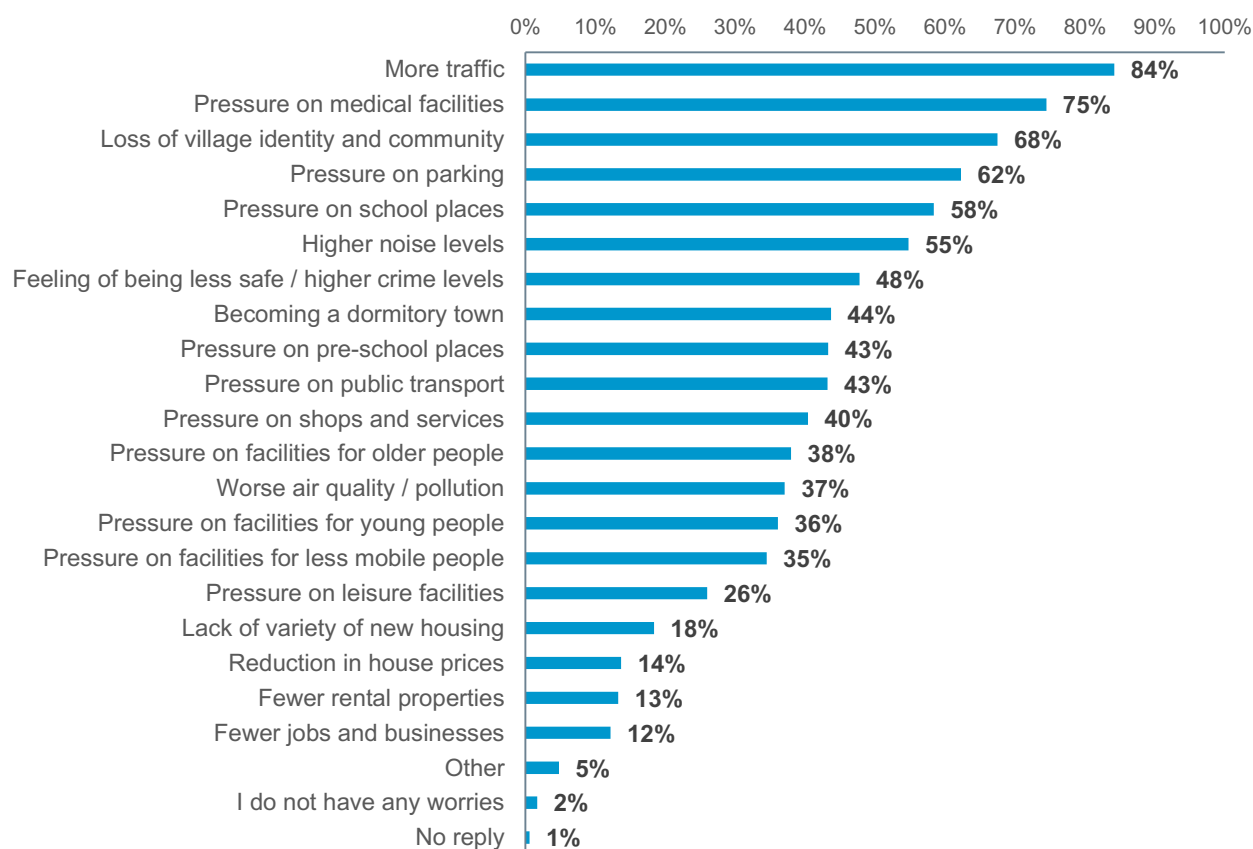
There was little difference between responses from males and females. However, when it comes to looking at the results by age subgroups, larger proportions of 25-34 year olds (98%) and 35-44 year olds (95%) said "safe" than the 16-24 age group (91%). Likewise the word "friendly" was chosen less by 16-24 year olds (82%) than 25-34 year olds (92%) and 35-44

year olds (95%). According to the data the latter age groups were most likely to have young children.

When it then comes to households with children, 97% of those living in households with children aged 5-10 chose the word “safe” compared to 91% of those who did not have any children living in the household. This was also true for the word “friendly” which was chosen by 96% of those with children aged 5-10 in the household, compared to 86% of those without children.

Respondents were then asked two questions about future developments in Cottenham. First of all they were asked if they had any worries about development and were asked to choose from a list of potential worries. The most commonly chosen worry was more traffic, chosen by 84% of respondents, followed by pressure on medical facilities which was chosen by three-quarters of respondents (75%) and loss of village identity and community (chosen by 68%). Only 2% of respondents said that they did not have any worries, indicating that much would need to be done to allay the fears of Parish residents if proposed development went ahead. This is shown in Figure 13.

Figure 13 – Q5. What, if anything, worries you about future development in Cottenham? Base: All respondents (973)



Five per cent of respondents gave other responses. Out of these, the most common theme cited was the worry that facilities and services would not cope with the additional pressure and the negative impact development would have on the level of traffic in the village.

When it comes to worries about future development, for both genders the biggest preoccupations were traffic, followed by pressure on medical facilities (84% each). However, females were more likely than males to mention pressure on facilities for young people (41%

compared to 30%), pressure on school places (62% compared to 55%), pressure on shops and services (44% compared to 37%), pressure on pre-school places (46% compared to 40%), and loss of village identity and community (72% compared to 63%).

More traffic was a worry chosen by a larger proportion of Histon Road area residents (90%) than any other area, and loss of village identity and community was cited the most by Rampton Road area respondents (76%). This is in contrast to the responses provided by Fens and Twenty Pence Road area residents, of whom only 57% said loss of village identity and community was a worry and 70% said more traffic was a concern.

When it comes to pressure on medical facilities as a worry, this was cited more by 65-74 year olds, and those 75 and over than any other group (86% and 84% respectively). By contrast, only 59% of 16-24 year olds and 58% of 25-34 year olds cited this as a worry. More traffic was also a greater concern for the age groups of 25 and over (all 79% and above) than for 16-24 year olds (68%). For the latter, more traffic and loss of identity and community were the biggest worries with 68% citing each of these, closely followed by pressure on public transport (64%). Unsurprisingly, the youngest age category also worried about fewer jobs and businesses (23%), and pressure on leisure facilities (36%) more than the other age groups, however it is worth bearing in mind that the number of 16-24 year olds in the sample is low (just 22).

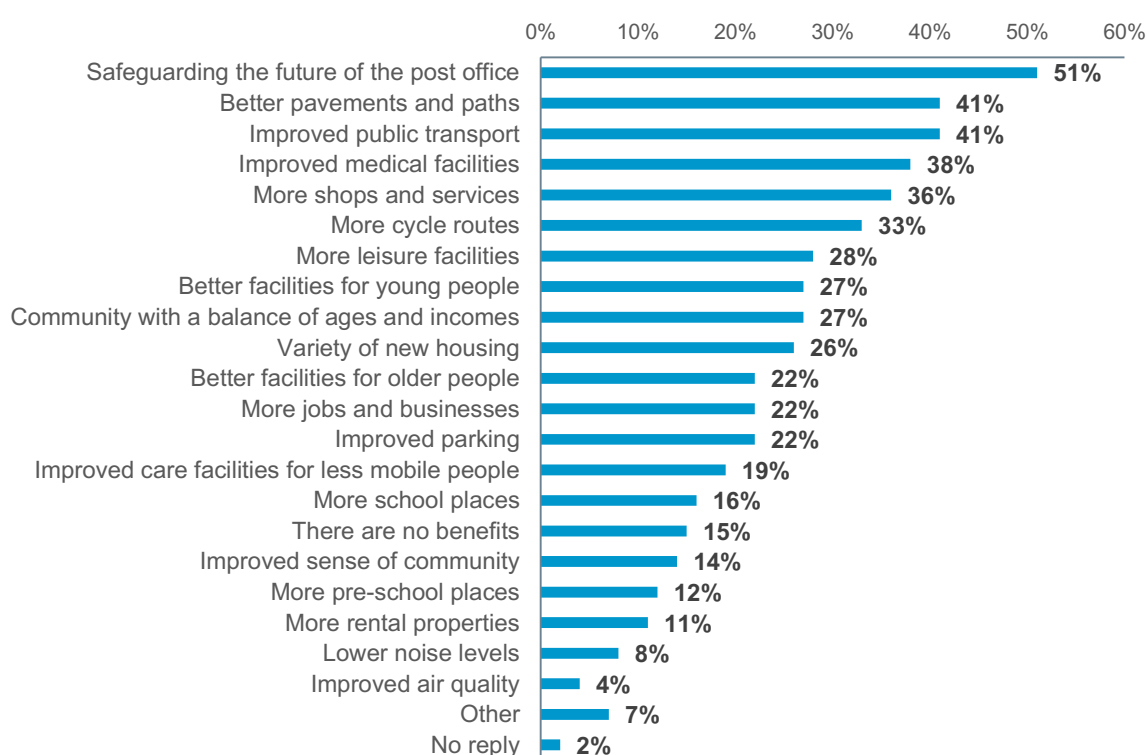
Interestingly, those from households of three or more worried less about pressure on facilities for older people than respondents from single households (29% compared to 50%) and people living on their own worried less about traffic (79%) compared to those from households of two (87%) and three or more (84%).

When looking at the differences between those who completed the survey online and those who completed the survey on paper, those who responded via the paper questionnaire were more likely to cite pressure on facilities for older people as a worry (41% compared to 32%) and those completing the survey online were more likely to mention pressure on leisure facilities as a worry (32% compared to 23%).

Respondents were next asked about the biggest benefits, if any, that development and/or changes in the village could bring. Although residents have concerns and worries about new housing development in the village as Figure 13 showed, the majority of people agreed that there would be at least some benefits to the village that development could bring. As can be seen in Figure 14, only 15% of respondents said there would be no benefits, with leaves 85% saying there would be at least some benefit. In terms of benefits that development might bring, the most common response was “safe-guarding the future of the post office”, chosen by 51% of respondents. Better pavements and footpaths and improved public transport were also cited by large proportions of respondents, at 41% each. At the other end of the scale, improved air quality and lower noise levels were suggested by much smaller proportions of respondents (4% and 8% respectively).

Figure 14 – Q6. What, if any, do you think are the biggest benefits which development and/or changes could bring to Cottenham?

Base: All respondents (973)



Few differences could be identified in the responses provided by male and female respondents, however a slightly larger proportion of female respondents mentioned safeguarding the future of the post office as a potential benefit than male respondents (54% compared to 48%).

A greater proportion of respondents from The Lanes (26%) felt one of the biggest benefits of development in Cottenham was more school places in comparison to the other areas. This is in comparison to just 14% of residents from the High Street and Conservation area providing this response. Residents of The Lanes were also more likely to suggest having a community with a balance of ages and incomes as a benefit at 40%, in comparison to just 18% from the Rampton Road area who felt that this was a benefit.

Differences could also be identified between those who felt that safeguarding the post office was the biggest benefit. Whilst 59% of respondents from both the Beach Road area and The Lanes felt that this was a benefit, just 32% of Histon Road area respondents gave this

response. Residents of the Beach Road area were also more likely to suggest more leisure facilities as a benefit in comparison to respondents residing in the Rampton Road area (40% and 17% respectively).

Improved public transport was perceived as a benefit by 41% of the sample overall, however a smaller proportion of those aged 35-44 suggested this in comparison to those aged 75 and over, and 65-74 (33% and 45% respectively).

Perhaps somewhat surprisingly, a greater proportion of respondents aged 75 and over felt that ensuring more school places was a benefit (24%), in comparison to just 12% of those aged 35-44 and 11% of those aged 45-54. Less surprising was the finding that 42% of those aged 75 and above felt that better facilities for older people was a benefit (in comparison to 22% of the sample overall and just 15% of those aged 45-54).

Whilst safeguarding the future of the post office was the most common response overall, this was highlighted as a benefit more commonly by respondents from the older age groups, with 79% of those aged 75 and over, and 62% of those aged 65-74 providing this response. This is in comparison to respondents aged 25-34 and 35-44, of whom 37% in each age group suggested that this was a benefit. Again, for respondents aged 75 and above, better pavements and footpaths was suggested by a greater proportion (67%) in comparison to respondents aged 35-44 and 45-54 (33% each).

When comparing the responses of those who participated in the survey online and those who completed the survey on paper, a larger proportion of paper respondents (26%) felt that improved parking was a benefit, in comparison to 13% of online respondents. Fifty six per cent of those completing the questionnaire on paper said that safeguarding the future of the post office was a benefit, whilst 40% of online respondents provided this response. More cycle routes (39%) and more leisure facilities (34%) were highlighted as benefits by a greater proportion of online respondents than paper questionnaire respondents (29% and 25% respectively).

Seven per cent of respondents provided other responses. Of these, the most common response was that no development should take place in Cottenham, whilst others suggested that development would have a positive impact on other facilities, amenities or services not listed above. Some respondents suggested that development would have a positive impact on affordable housing whilst others felt that they were unable to comment, as their views would depend on the nature and management of the development in question.

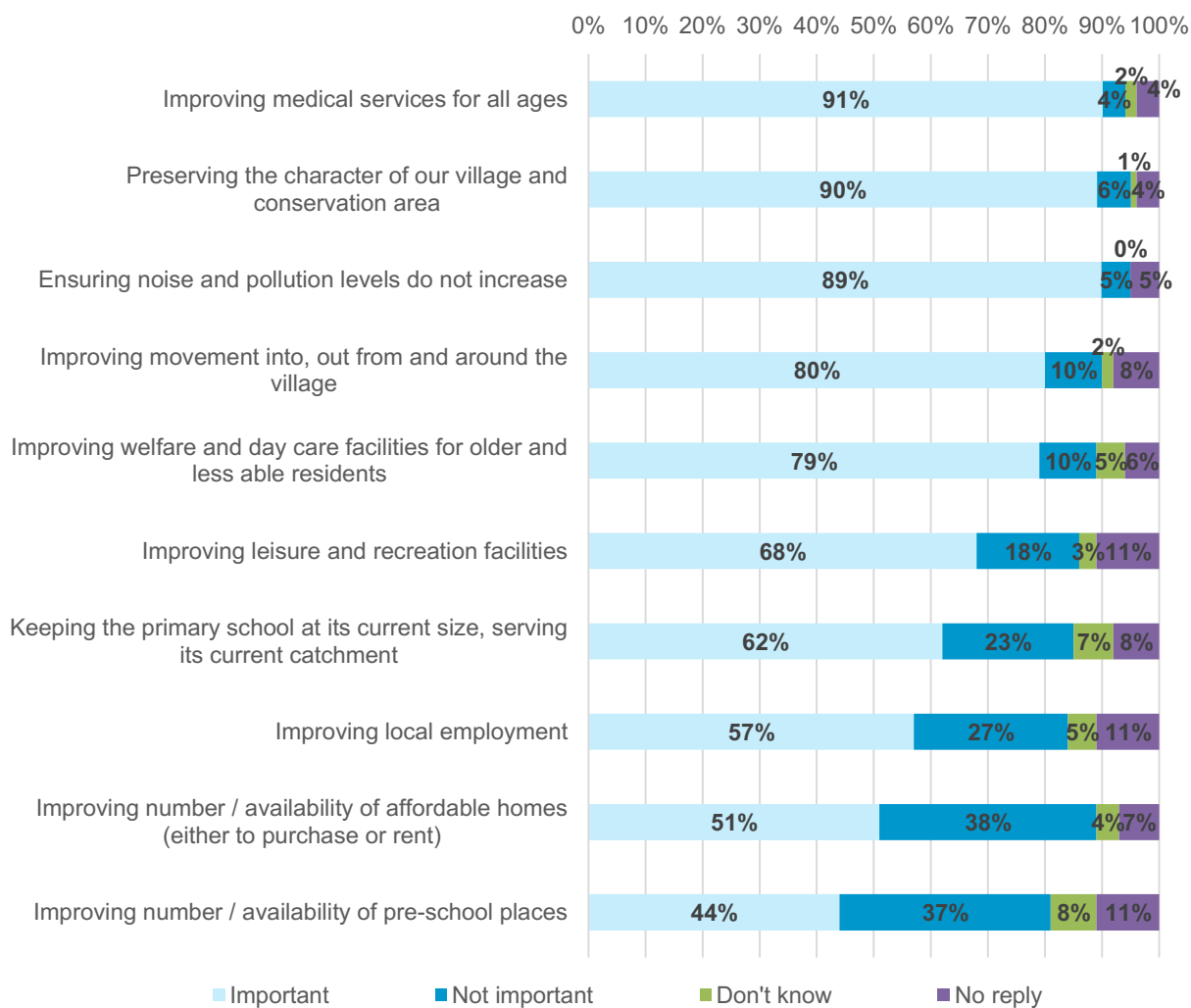
Respondents were next asked to indicate how important they thought a number of potential improvements to Cottenham were over the next 10-15 years.

As can be seen in Figure 15, respondents attached the most importance to improving medical services for all ages, with nine in ten respondents (91%) saying that this was important. This was closely followed by preserving the character of the village and Conservation area, with 90% indicating that this was important, and ensuring noise and pollution levels do not increase (89% important). Improving movement into, out from and around the village and improving welfare and day care facilities for older and less able residents were also perceived as important, with 80% and 79% respectively suggesting they were important.

A smaller proportion of respondents indicated that improving the number / availability of pre-school places was important at 44%, with 37% stating that this was not important. A similar proportion (38%) said that improving the number or availability of affordable homes was not important.

Figure 15 – Q7. Thinking about Cottenham in 10-15 years’ time, how important are the following to you?

Base: All respondents (973)



The importance attached to each of the potential improvements to Cottenham varies across different subgroups. The following tables (Figures 16 to 25) demonstrate the proportions who indicated that each statement was either important or not important, according to gender, age and area subgroups. Only those differences which are statistically significant have been commented on in the accompanying text.

Figure 16 – Q7. Importance of improving number / availability of affordable homes (either to purchase or rent)
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 51% | 39% | 10% |
| | Female | 52% | 38% | 11% |
| | Prefer not to say / no reply | 50% | 40% | 10% |
| Age | 16-24 | 50% | 41% | 41% |
| | 25-34 | 57% | 36% | 36% |
| | 35-44 | 39% | 55% | 55% |
| | 45-54 | 58% | 37% | 37% |
| | 55-64 | 53% | 40% | 40% |
| | 65-74 | 51% | 35% | 35% |
| | 75+ | 53% | 24% | 24% |
| | Prefer not to say / no reply | 49% | 33% | 19% |
| Area | Beach Road area | 43% | 49% | 8% |
| | Fens & Twenty Pence Road area | 57% | 30% | 13% |
| | High Street / Conservation area | 55% | 37% | 9% |
| | Histon Road area | 50% | 45% | 5% |
| | Oakington Road area | 44% | 49% | 7% |
| | Rampton Road area | 48% | 40% | 12% |
| | Tenison Manor area | 51% | 38% | 11% |
| | The Lanes | 55% | 32% | 13% |
| | Outside or no reply | 49% | 31% | 20% |

As can be seen in Figure 16, there was little difference identified between males and females in the importance attached to improving the number or availability of affordable homes. Considering the differences between age groups, just 39% of those aged 35-44 said that this was important, compared to 44% of the overall sample. A greater proportion of residents aged 45-54 and 25-34 felt that this was important, at 58% and 57% respectively. It should also be noted that over half (55%) of those aged 35-44 felt that this was not important, which was also far higher than any other age group and higher than the proportion who said it was important.

Respondents from the various areas of Cottenham did not differ greatly in the importance they attached to improving the number or availability of affordable homes. Residents of The Lanes felt that this was less important than the overall sample, with 32% indicating that this was not important. In comparison, 49% of Beach Road and Oakington road areas each said that this was not important. On the other hand, a greater proportion of Fens and Twenty Pence Road area respondents felt this was important (57%) compared to those saying it was not.

Interestingly, a greater proportion of respondents with children aged 11 and over felt that this was an important aim, with 58% stating that this was important. In comparison, only 46% of those with children under five and 45% of those with children aged 5-10 felt that improving the number and availability of affordable homes was important.

Figure 17 – Q7. Importance of improving number / availability of pre-school places
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 44% | 36% | 20% |
| | Female | 45% | 36% | 19% |
| | Prefer not to say / no reply | 43% | 43% | 13% |
| Age | 16-24 | 59% | 23% | 18% |
| | 25-34 | 70% | 23% | 7% |
| | 35-44 | 46% | 43% | 11% |
| | 45-54 | 44% | 48% | 8% |
| | 55-64 | 40% | 43% | 17% |
| | 65-74 | 41% | 28% | 31% |
| | 75+ | 39% | 26% | 36% |
| | Prefer not to say / no reply | 33% | 42% | 26% |
| Area | Beach Road area | 55% | 29% | 16% |
| | Fens & Twenty Pence Road area | 57% | 20% | 23% |
| | High Street / Conservation area | 44% | 37% | 19% |
| | Histon Road area | 32% | 53% | 15% |
| | Oakington Road area | 42% | 47% | 12% |
| | Rampton Road area | 41% | 36% | 23% |
| | Tenison Manor area | 46% | 38% | 16% |
| | The Lanes | 45% | 33% | 22% |
| | Outside or no reply | 49% | 23% | 29% |

Again, there was very little difference in the responses provided between male and female respondents with regards to the importance of improving the number / availability of pre-school places, as can be seen in Figure 17. Both genders saw larger proportions saying this was important compared to the proportions of those saying it was not important.

Respondents aged 25-34 were most likely to suggest that this was important (70% compared to 44% of the overall sample) out of all of the age groups because this group of respondents were very likely to have young children living in their household. By comparison, only 23% said this was not important, the lowest of any age group, along with 16-24 year olds. Sixty-six per cent of respondents with children aged under five living with them said that this was either very or quite important, in contrast to just 41% of those who had no children.

Residents from the Beach Road and Fens & Twenty Pence Road areas were more likely to indicate that this was important (55% and 57% respectively) in comparison to respondents from other areas. In contrast, just 32% of residents from the Histon Road area said that this was important and over half of the respondents from this area (53%) said it was not important.

Figure 18 – Q7. Importance of keeping the primary school at its current size, serving its current catchment**Base: All respondents (973)**

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 61% | 26% | 14% |
| | Female | 65% | 19% | 15% |
| | Prefer not to say / no reply | 52% | 30% | 18% |
| Age | 16-24 | 73% | 14% | 14% |
| | 25-34 | 68% | 18% | 14% |
| | 35-44 | 74% | 16% | 10% |
| | 45-54 | 64% | 30% | 6% |
| | 55-64 | 60% | 28% | 12% |
| | 65-74 | 60% | 21% | 20% |
| | 75+ | 54% | 19% | 27% |
| | Prefer not to say / no reply | 44% | 30% | 26% |
| Area | Beach Road area | 67% | 20% | 13% |
| | Fens & Twenty Pence Road area | 53% | 17% | 30% |
| | High Street / Conservation area | 62% | 23% | 16% |
| | Histon Road area | 65% | 31% | 5% |
| | Oakington Road area | 63% | 21% | 16% |
| | Rampton Road area | 75% | 15% | 10% |
| | Tenison Manor area | 56% | 28% | 16% |
| | The Lanes | 60% | 25% | 15% |
| | Outside or no reply | 60% | 11% | 29% |

As can be seen in Figure 18, a slightly larger proportion of female respondents (65%) indicated that keeping the primary school at its current size was important than male respondents (61%). Interestingly, 74% of those aged 35-44 felt that this was important, compared to 62% of the overall sample. There was also a larger difference in the younger age groups (16-24 and 25-34) between the proportions of those saying this was important and those saying it was not.

Considering the results by area subgroups, respondents from the Rampton Road area were more likely to state that this was important (75%) and least likely to say it was not important (15%). In contrast, 53% from the Fens and Twenty Pence Road area and 56% from the Tenison Manor area said that this was important, although it should be kept in mind that this is affected by the fact that 30% of respondents from this area did not answer. However, it should also be noted that 31% of Histon Road respondents felt that this was not important.

Four-fifths (79%) of respondents with children under ten living with them felt that this was important, compared to 54% with no children.

Figure 19 – Q7. Importance of improving medical services for all ages
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 90% | 6% | 4% |
| | Female | 91% | 3% | 6% |
| | Prefer not to say / no reply | 93% | 3% | 3% |
| Age | 16-24 | 86% | 9% | 5% |
| | 25-34 | 95% | 1% | 4% |
| | 35-44 | 91% | 7% | 2% |
| | 45-54 | 91% | 6% | 3% |
| | 55-64 | 89% | 5% | 6% |
| | 65-74 | 92% | 2% | 6% |
| | 75+ | 87% | 2% | 11% |
| | Prefer not to say / no reply | 91% | 5% | 5% |
| Area | Beach Road area | 91% | 5% | 4% |
| | Fens & Twenty Pence Road area | 80% | 7% | 13% |
| | High Street / Conservation area | 91% | 4% | 6% |
| | Histon Road area | 92% | 7% | 2% |
| | Oakington Road area | 95% | - | 5% |
| | Rampton Road area | 92% | 4% | 4% |
| | Tenison Manor area | 96% | 3% | 2% |
| | The Lanes | 82% | 7% | 11% |
| | Outside or no reply | 86% | 6% | 9% |

A greater proportion of male respondents felt that improving medical services for all ages was not important, at 6%, in comparison to 3% of female respondents. However, nine out of ten respondents from both genders felt that this was important (90% male and 91% female). When it comes to differences by age group, those aged 25-34 were more likely to say this was important (95%) than those aged 75 and above (87%). Those aged 25-34 were also least likely to say that improving medical services was not important (1%). The proportions of 65-74 year olds and those aged 75 and above saying that this was not important were also small (2% each).

Improving medical services was viewed as important by the majority of respondents from all areas; however smaller proportions from The Lanes and the Fens and Twenty Pence Road area felt that this was important, at 82% and 80% respectively. It should also be noted that no respondents from the Oakington Road area felt that improving medical services was not important.

Figure 20 – Q7. Importance of improving welfare and day care facilities for older and less able residents**Base: All respondents (973)**

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 77% | 11% | 12% |
| | Female | 81% | 9% | 10% |
| | Prefer not to say / no reply | 85% | 8% | 7% |
| Age | 16-24 | 73% | 18% | 9% |
| | 25-34 | 71% | 19% | 10% |
| | 35-44 | 72% | 17% | 11% |
| | 45-54 | 81% | 14% | 5% |
| | 55-64 | 86% | 5% | 9% |
| | 65-74 | 86% | 5% | 10% |
| | 75+ | 77% | 1% | 22% |
| | Prefer not to say / no reply | 77% | 9% | 14% |
| Area | Beach Road area | 77% | 13% | 9% |
| | Fens & Twenty Pence Road area | 70% | 7% | 23% |
| | High Street / Conservation area | 81% | 9% | 10% |
| | Histon Road area | 77% | 18% | 5% |
| | Oakington Road area | 74% | 14% | 12% |
| | Rampton Road area | 77% | 12% | 11% |
| | Tenison Manor area | 84% | 7% | 9% |
| | The Lanes | 78% | 8% | 14% |
| | Outside or no reply | 77% | 9% | 14% |

As could perhaps be anticipated, respondents from the older age groups tended to state that improving welfare and day care facilities for older and less able residents was important more frequently than respondents from the younger age groups. This is shown in Figure 20. Almost three quarters (73%) of those aged 16-24 indicated that this was important, rising to 86% of respondents aged 55-64 and 64-74. Although at first glance it appears that 77% of those aged 75 and above felt that improving these facilities was important, this was due largely to the fact that a fifth (22%) did not answer this question. Only 1% of those aged 75 and above felt this was not important. Looking at the proportion of those who said that improving these facilities was not important, only 1% gave this answer which was the lowest of any age group.

There was very little difference in the responses by gender or by area of the village. However, it should be noted that almost a fifth (18%) of Histon Road area respondents said that improving welfare and day care facilities for older and less able residents was not important. Comparing the differences between those who felt improving welfare for older people and day care facilities was important and those who did not, Tenison Manor saw the greatest difference (84% vs 7%).

A greater proportion of those who completed the survey in paper format reported that this was important (81%) in comparison to those who completed it online (75%).

Figure 21 – Q7. Importance of improving local employment
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 60% | 29% | 11% |
| | Female | 54% | 27% | 19% |
| | Prefer not to say / no reply | 62% | 20% | 18% |
| Age | 16-24 | 55% | 32% | 14% |
| | 25-34 | 49% | 43% | 8% |
| | 35-44 | 54% | 35% | 11% |
| | 45-54 | 60% | 31% | 10% |
| | 55-64 | 64% | 24% | 13% |
| | 65-74 | 55% | 27% | 18% |
| | 75+ | 53% | 14% | 33% |
| | Prefer not to say / no reply | 65% | 12% | 23% |
| Area | Beach Road area | 61% | 25% | 13% |
| | Fens & Twenty Pence Road area | 73% | 13% | 13% |
| | High Street / Conservation area | 58% | 28% | 14% |
| | Histon Road area | 48% | 39% | 13% |
| | Oakington Road area | 56% | 28% | 16% |
| | Rampton Road area | 52% | 30% | 18% |
| | Tenison Manor area | 59% | 27% | 14% |
| | The Lanes | 57% | 22% | 21% |
| | Outside or no reply | 46% | 26% | 29% |

Male respondents (60%) were more likely than female respondents (54%) to state that improving local employment was important. The importance allocated to this statement was highest amongst 55-64 year olds (64%), and lowest amongst those aged 25-34 (49%). The difference between those who felt that improving local employment was important and those who felt it was not important was greatest amongst the 55-64 and 75+ age groups.

A greater proportion of respondents residing in the Fens and Twenty Pence Road area indicated that this was important (73%), contrasting with the overall sample (57%), and particularly with Histon Road area respondents (48%).

Respondents with children aged 11 and above in their household were more likely to indicate that improving local employment was important (61%), compared to respondents with children aged 5-10 (50%).

Figure 22 – Q7. Importance of improving leisure and recreation facilities
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 66% | 21% | 13% |
| | Female | 71% | 14% | 15% |
| | Prefer not to say / no reply | 63% | 25% | 12% |
| Age | 16-24 | 68% | 23% | 10% |
| | 25-34 | 79% | 19% | 2% |
| | 35-44 | 86% | 10% | 5% |
| | 45-54 | 80% | 15% | 5% |
| | 55-64 | 65% | 22% | 14% |
| | 65-74 | 63% | 17% | 20% |
| | 75+ | 42% | 24% | 34% |
| | Prefer not to say / no reply | 49% | 26% | 26% |
| Area | Beach Road area | 75% | 11% | 15% |
| | Fens & Twenty Pence Road area | 50% | 27% | 23% |
| | High Street / Conservation area | 69% | 20% | 11% |
| | Histon Road area | 71% | 19% | 10% |
| | Oakington Road area | 67% | 14% | 19% |
| | Rampton Road area | 66% | 19% | 16% |
| | Tenison Manor area | 80% | 12% | 8% |
| | The Lanes | 59% | 22% | 19% |
| | Outside or no reply | 43% | 17% | 40% |

Female respondents were more likely to say that improving leisure and recreation facilities were important (71%) compared to males (66%). Improving leisure and recreation facilities was viewed as important by a greater proportion of respondents aged 35-44 and 45-54 (at 86% and 80% respectively) and by a smaller proportion of respondents aged 75 and over (42%) in comparison to 68% of the overall sample. The difference between those saying improving leisure and recreation facilities was important and those saying it was not, was highest amongst the 35-44 year old group, the group most likely to have children under ten living in their household.

In comparison to 68% of respondents overall, 80% of Tenison Manor respondents said that improving leisure and recreation facilities was important and only 12% said it was not important. In contrast, 59% of those residing in The Lanes felt that this aim was important.

Respondents with children tended to allocate greater importance to leisure and recreation facilities than those without children (61%). Of those who did have children, 84% of those with children under ten said that improving these facilities was important. Greater importance was also allocated to leisure and recreation facilities when respondents lived in a household of three or more people (80%) than when they lived alone (60%).

Figure 23 – Q7. Importance of improving movement into, out from and around the village**Base: All respondents (973)**

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 80% | 11% | 9% |
| | Female | 81% | 8% | 11% |
| | Prefer not to say / no reply | 75% | 20% | 5% |
| Age | 16-24 | 82% | 9% | 9% |
| | 25-34 | 94% | 2% | 4% |
| | 35-44 | 85% | 11% | 4% |
| | 45-54 | 84% | 10% | 6% |
| | 55-64 | 84% | 8% | 8% |
| | 65-74 | 77% | 12% | 11% |
| | 75+ | 67% | 6% | 27% |
| | Prefer not to say / no reply | 58% | 26% | 16% |
| Area | Beach Road area | 87% | 8% | 5% |
| | Fens & Twenty Pence Road area | 60% | 20% | 20% |
| | High Street / Conservation area | 83% | 10% | 8% |
| | Histon Road area | 92% | 5% | 3% |
| | Oakington Road area | 74% | 9% | 16% |
| | Rampton Road area | 76% | 11% | 13% |
| | Tenison Manor area | 84% | 8% | 8% |
| | The Lanes | 72% | 13% | 16% |
| | Outside or no reply | 66% | 17% | 17% |

No significant differences were identified between male and female respondents with regards to access into, out from and around the village. This was, however, perceived as important by a greater proportion of those aged 25-34 (94%), than those in the other age categories. Only 2% in this age group said this was not important. Those aged 75 and over felt that this was less important, with 67% stating this was important.

Survey respondents residing in the Histon Road area were more likely to regard improving movement into, out from and around the village as important, with 92% stating that this was either very or quite important. The difference between those saying this was important and those saying it was not, was highest amongst respondents from this area (92% compared to 5%). In comparison, 72% of residents of The Lanes said that this was important. Respondents from households with three or more residents were also more likely than the overall sample (80%) to rate access as important (84%).

Figure 24 – Q7. Importance of preserving the character of our village and Conservation area**Base: All respondents (973)**

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 89% | 9% | 3% |
| | Female | 91% | 4% | 5% |
| | Prefer not to say / no reply | 85% | 10% | 5% |
| Age | 16-24 | 86% | 9% | 5% |
| | 25-34 | 86% | 13% | 1% |
| | 35-44 | 94% | 5% | 1% |
| | 45-54 | 90% | 8% | 2% |
| | 55-64 | 95% | 2% | 2% |
| | 65-74 | 91% | 5% | 4% |
| | 75+ | 83% | 2% | 14% |
| | Prefer not to say / no reply | 77% | 16% | 7% |
| Area | Beach Road area | 95% | 4% | 1% |
| | Fens & Twenty Pence Road area | 77% | 13% | 10% |
| | High Street / Conservation area | 89% | 8% | 4% |
| | Histon Road area | 95% | 5% | - |
| | Oakington Road area | 84% | 9% | 7% |
| | Rampton Road area | 90% | 7% | 3% |
| | Tenison Manor area | 92% | 3% | 5% |
| | The Lanes | 90% | 6% | 4% |
| | Outside or no reply | 89% | - | 11% |

Preserving the character of the village and Conservation area was perceived as important by 90% of respondents overall. Whilst the differences between male and female respondents were not significant, differences could be identified between those in different age groups. Those aged 55-64 (95%) and 35-44 (94%) were more likely to agree that this was important than were those aged 75 and above (83%) and those aged 25-34 (86%). The difference between those saying this was important and those saying it was not was highest amongst 55-64 year olds.

Whilst a large proportion of respondents from all areas felt that preserving the character of the village and Conservation area was important, those from the Histon Road and Beach Road areas were more likely to give this response, at 95% each. In comparison to 90% of the overall sample, a smaller proportion of Fens and Twenty Pence Road area respondents (77%) felt that this was important.

Figure 25 – Q7. Importance of ensuring noise and pollution levels do not increase
Base: All respondents (973)

| | | Important | Not important | Don't know / no reply |
|--------|---------------------------------|-----------|---------------|-----------------------|
| Gender | Male | 88% | 7% | 5% |
| | Female | 90% | 3% | 7% |
| | Prefer not to say / no reply | 92% | 7% | 2% |
| Age | 16-24 | 91% | 9% | - |
| | 25-34 | 91% | 8% | 1% |
| | 35-44 | 95% | 4% | 1% |
| | 45-54 | 89% | 7% | 3% |
| | 55-64 | 91% | 4% | 5% |
| | 65-74 | 88% | 5% | 7% |
| | 75+ | 84% | 1% | 15% |
| | Prefer not to say / no reply | 81% | 9% | 9% |
| Area | Beach Road area | 93% | 4% | 3% |
| | Fens & Twenty Pence Road area | 83% | 7% | 10% |
| | High Street / Conservation area | 88% | 5% | 7% |
| | Histon Road area | 97% | 2% | 2% |
| | Oakington Road area | 86% | 7% | 7% |
| | Rampton Road area | 90% | 5% | 5% |
| | Tenison Manor area | 92% | 5% | 3% |
| | The Lanes | 85% | 7% | 7% |
| | Outside or no reply | 86% | 3% | 11% |

Ensuring that noise and pollution levels do not increase was again perceived as important by a large proportion of the overall sample (89%). In comparison with many of the other statements examined, there were no significant differences between the responses given by male and female respondents. Respondents aged 75 and above were less likely to state that this was important at 84%, compared to 95% of those aged 35-44. The proportion of those who felt this was important compared to those who felt it was not important, was largest amongst the 35-44 age group (95% compared to 4%).

Noise and pollution levels were a particular concern for those residing in the Histon Road area, with 97% stating that it was important to ensure these do not increase; this is compared to 2% from that area who felt it was not important. In comparison, smaller proportions of those residing in the Fens and Twenty Pence Road and Oakington Road areas said that it was important (83% and 86% respectively).

Differences were also demonstrated between those who participated in the survey online and those who completed a paper copy of the questionnaire. Ninety-three per cent of online respondents said that ensuring noise and pollution levels do not increase was important, compared to 88% of paper respondents.

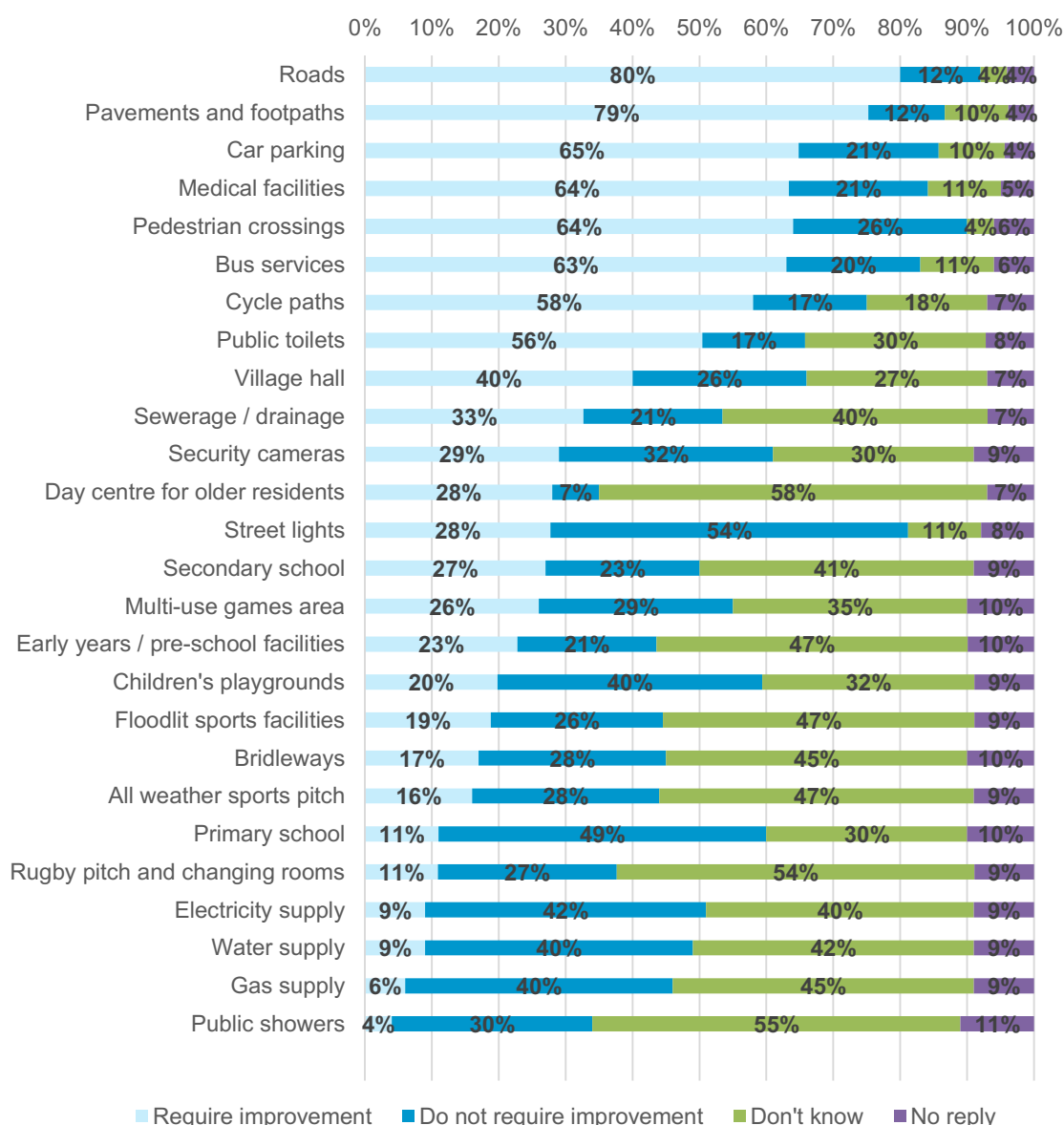
Survey respondents also had the opportunity to provide other responses to this question. The greatest proportion of these comments related to improving or maintaining facilities, amenities or services not listed in the questionnaire. Other responses included comments about traffic and speed reduction, better parking, and improved transport links, access and cycle paths.

The next section of the questionnaire asked respondents to consider which facilities in Cottenham they felt were in need of improvement. As shown in Figure 26, roads, pavements and footpaths were perceived to be in need of improvement by the greatest proportions of survey respondents (80% roads and 79% pavements and footpaths). These were followed by people saying car parking facilities need improving (65%). Similar proportions also felt that medical facilities (64%), pedestrian crossings (64%) and bus services (63%) required improvement. In contrast, few respondents said that public showers, the gas supply, the water supply and the electricity supply needed improvement (4%, 6%, 9% and 9% respectively). It should be noted, however, that over half of respondents said that they did not know if the public showers, rugby facilities or day centre for older residents needed improvement (55%, 54% and 58% respectively), suggesting that many were not familiar with these facilities.

Positively, over half (54%) of respondents felt that street lighting was not in need of improvement, whilst 49% said that the primary school did not require improvement.

Figure 26 – Q8. Please indicate which things require improvement or do not require improvement.

Base: All respondents (973)



Looking at the patterns in the data, female respondents were more likely than males to indicate that the day centre for older residents needed improvement (32% compared to 25%), as well as pedestrian crossings (69% vs 58%), bus services (67% vs 58%), and public toilets (49% vs 40%). Residents aged 75 and above were more likely than other age groups (particularly 16-24 year olds) to say that the day centre for older residents (44%), pedestrian crossings (71%), medical facilities (67%), car parking (77%), and public toilets (50%) needed improving.

Improvements to the early years and pre-school facilities and to children's playgrounds were most important for the age groups 25-34 (33% and 29%) and 35-44 (38% and 30%) and improvements were needed to the primary school for 23% of 16-24 year olds and 20% of 25-34 year olds. Likewise, the majority of 16-24 year olds (68%) said that the secondary school needed improving.

For 35-44 year olds improvements were needed to the village hall and cycle paths (58% and 74% respectively). All 16-24 year olds who took part in the survey said that the bus services needed improvement and a quarter (23%) said improvement was needed for the rugby pitch and changing rooms. Pavements and footpaths needed the most improvement amongst 65-74 year olds (88%) and those over the age of 75 (86%).

A large proportion of Beach Road area residents felt that the roads needed improving at 92%, which was the highest out of any of the areas in the village. Likewise, for the majority of Beach Road area residents the pavements and footpaths also needed improving (87%). Pedestrian crossings need improving particularly for Histon Road area residents (73%), Tenison Manor residents (73%) and those living in the Oakington Road area (72%). The Oakington Road area also saw the greatest proportion of residents saying that security cameras (47%), the medical facilities (84%), and the sewerage / drainage (51%) needed improving. A large proportion of Oakington Road area residents also felt the pavements and footpaths needed improving (86%) and as did a large proportion of 65-74 year olds (87%) and those aged 75 and above (86%).

For those who had young children living in their household, the day centre was less important (18% of those with children under five and 17% with children aged 5-10 said it required improvement, compared to 31% of respondents who didn't have children). Instead, for respondents who had young children, pedestrian crossings required improvement (74% of those living with children under five and 78% of those with children aged 5-10). Early years and pre-school facilities also needed improvement according to this group (55% of those who had children under five), as did primary school facilities (19%), and children's playgrounds (38%). Improvements to the bus service were required for a greater proportion of those with children aged 11 and above (70%), as was improvement to the rugby facilities (17%) and the secondary school (46%).

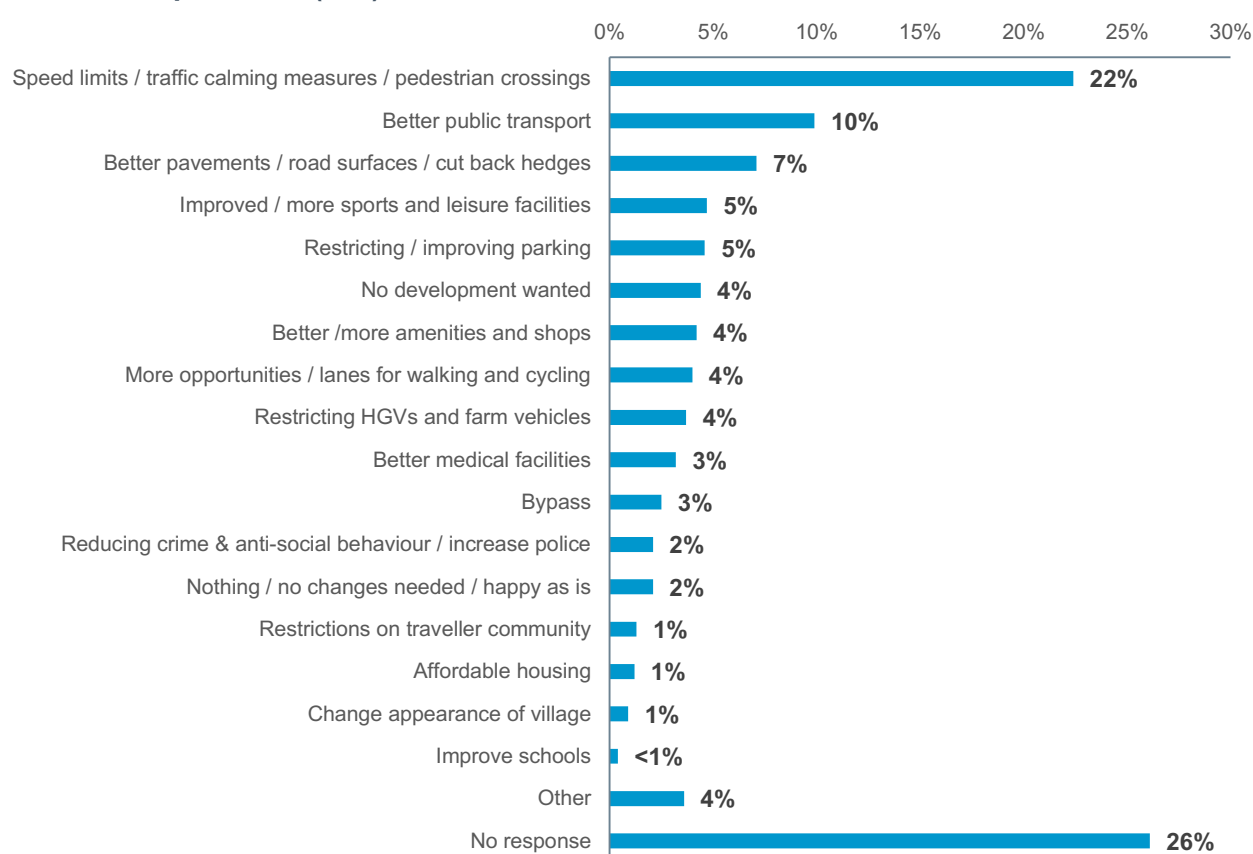
Of the other responses provided to this question, the most common related to pedestrian and cycling access or other informal leisure pursuits, speed limits and traffic calming measures, parking restrictions, and other sports facilities. There was a particular mention of the Colts Football team requiring better facilities.

At the end of the survey, respondents were asked to identify a single change that would improve their quality of life as a resident of the village in the form of a verbatim comment. These comments were themed and are presented in Figure 27. As can be seen, over a fifth of respondents (22%) said that more traffic calming measures should be introduced and speed limits imposed, including safety measures such as pedestrian crossings. This was particularly popular amongst Histon Road area residents (39%). Better public transport was identified by a tenth of respondents (10%) and this was particularly high for respondents from The Lanes (16%).

Only 2% of respondents said that no changes were needed and they were happy with the way things were. Female respondents were more likely to say this (3%) than males (1%).

Figure 27 – Q17. What single change to Cottenham would most improve your quality of life as a resident of the village? (Coded responses)

Base: All respondents (973)



Better public transport was mentioned by a larger proportion of 16-24 year olds (32%), compared to the other age groups. People living in households of three or more people were more likely to mention speed limits, traffic calming measures or pedestrian crossings (27%) in comparison to those living alone (16%).

New major facilities (Questions 9 & 10)

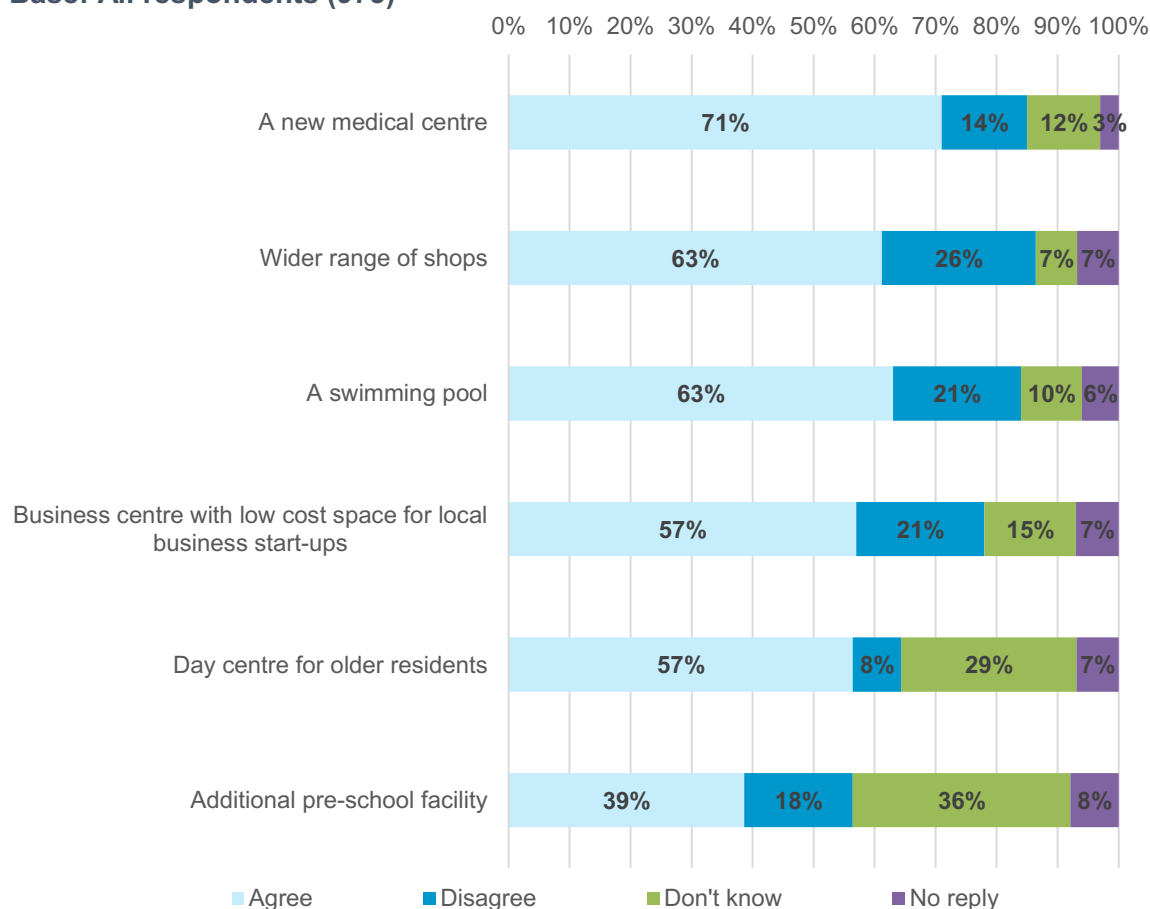
Respondents were asked two questions about what they would like to see improved in coming years, and how they might be funded.

First of all they were asked whether they agreed or disagreed that the Neighbourhood Plan should identify land or money for a range of facilities. These results are presented in Figure 28. Identifying land or money for a new medical centre was the most popular option, with 71% agreeing to some extent that the Neighbourhood Plan should identify resources for this. Sixty-three per cent each felt that the Neighbourhood Plan should help to support the development of a wider range of shops or a swimming pool. However, when it came to a wider range of shops, a quarter (26%) also disagreed that money or land should be identified for these, indicating that a substantial number of people may be satisfied with the current number of shops.

Although just 39% agreed that resources should be provided for an additional pre-school facility it should be noted that only 18% disagreed, with over a third (36%) stating that they did not know. Similarly, 29% of respondents did not know whether or not they agreed that land or money should be provided for a day centre for older residents, suggesting that they may have limited knowledge about the facilities already available.

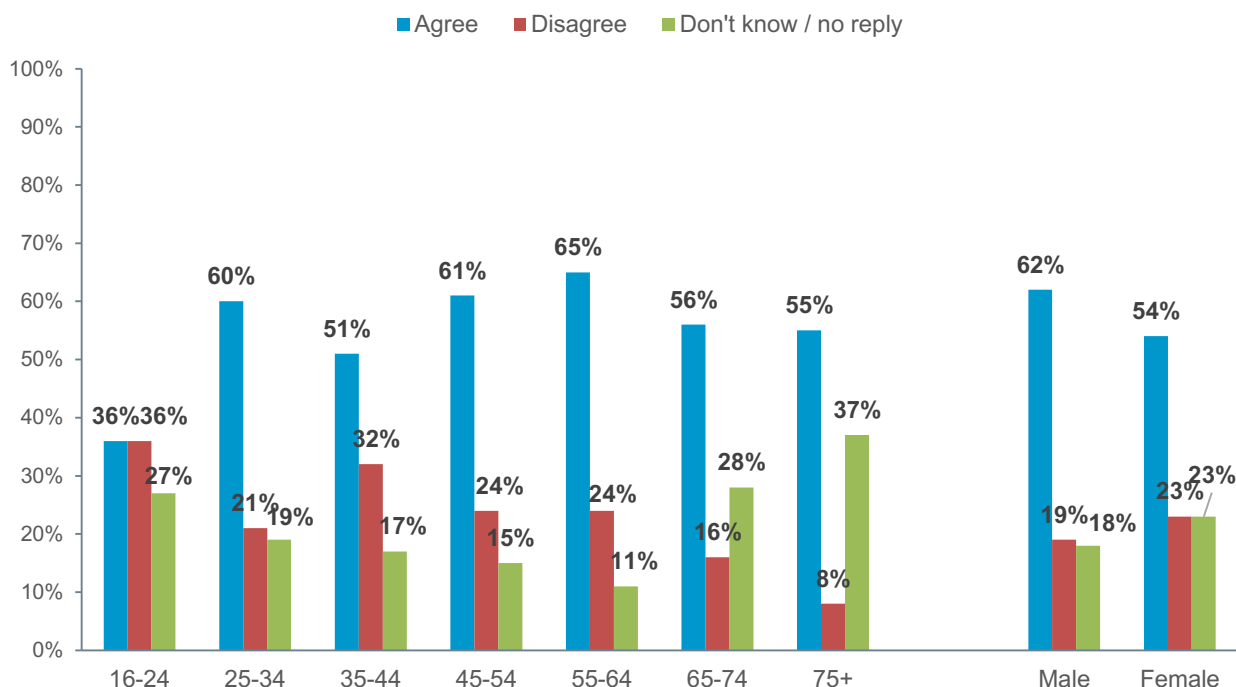
Figure 28 – Q9. Do you agree or disagree that the Neighbourhood Plan should identify land and / or money for the following?

Base: All respondents (973)



As can be seen in Figure 29, when it came to identifying resources for a business centre with low cost space for local business start-ups, a larger proportion of males said that they agreed with identifying land or money for this (62%) compared to females (54%). Looking at the result by age, over a third of respondents aged 75 and over who responded to the survey said they did not know, or did not respond to this question (37%). Agreement was highest for the 55-64 age group (65%) and lowest for 16-24 year olds (36%).

Figure 29 – Q9. Should the Neighbourhood Plan identify land and/or money for a business centre with low cost space for local business start-ups?
Base: All respondents (973)

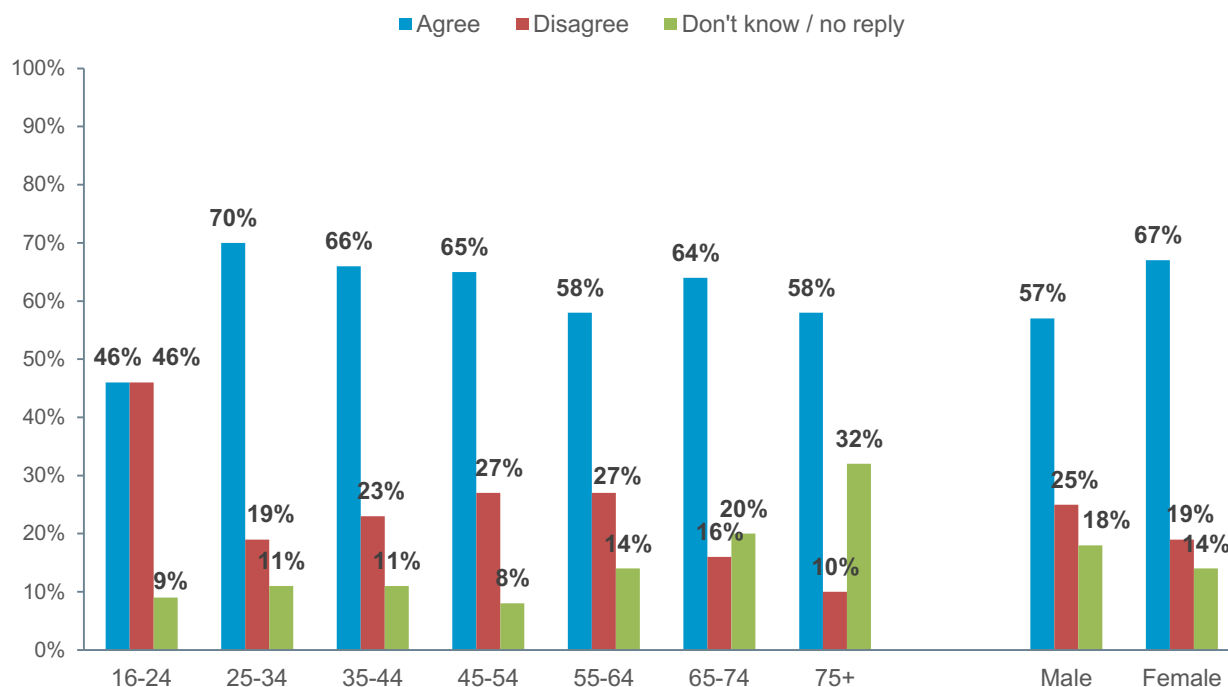


There was little difference in responses by area, although it should be noted that Tenison Manor had the lowest proportion disagreeing with allocating land or money for a business centre, with 14% saying they disagreed. Those with children over the age of 11 tended to agree more (61%) than those with children under five (51%).

Figure 30 shows that females were more likely to agree that money and/or land should be identified for a swimming pool (67%) than males (57%), as were those aged 25-34 (70%) in comparison to other age groups, particularly those aged 16-24 years (46%).

Figure 30 – Q9. Should the Neighbourhood Plan identify land and/or money for a swimming pool?

Base: All respondents (973)

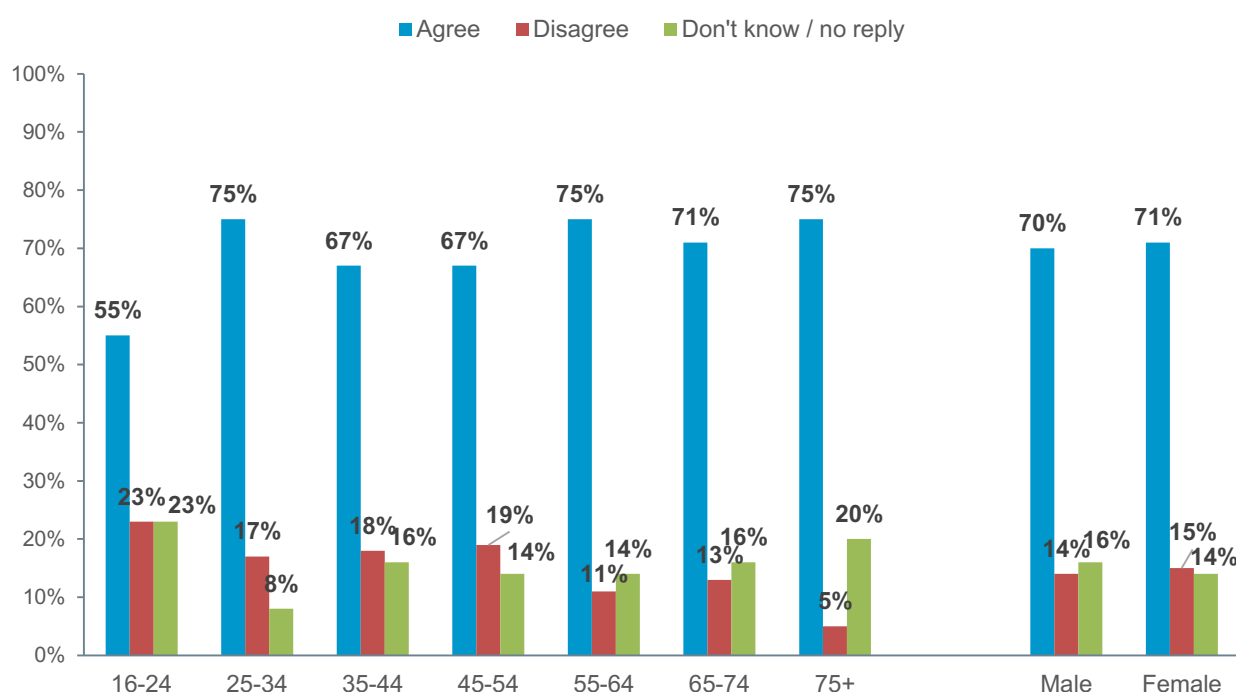


Again there was little difference between responses from residents of different village areas. Interestingly, respondents from households of three or more people were more likely to disagree that money or land should be identified for a swimming pool (25%), in comparison to those living on their own (13%), as were those responding to the survey online (25%) in comparison to those responding via the paper survey (19%). However, respondents who had children under five living in their household were more likely to agree that money or land should be identified for this (74%) compared to those who did not have children (61%).

When it came to identifying money or land for a new medical centre, as Figure 31 shows, the 16-24 age group saw the lowest proportion of respondents agreeing (55%) in comparison to all of the other age groups. There was little difference between male and female respondents' views.

Figure 31 – Q9. Should the Neighbourhood Plan identify land and/or money for a new medical centre?

Base: All respondents (973)



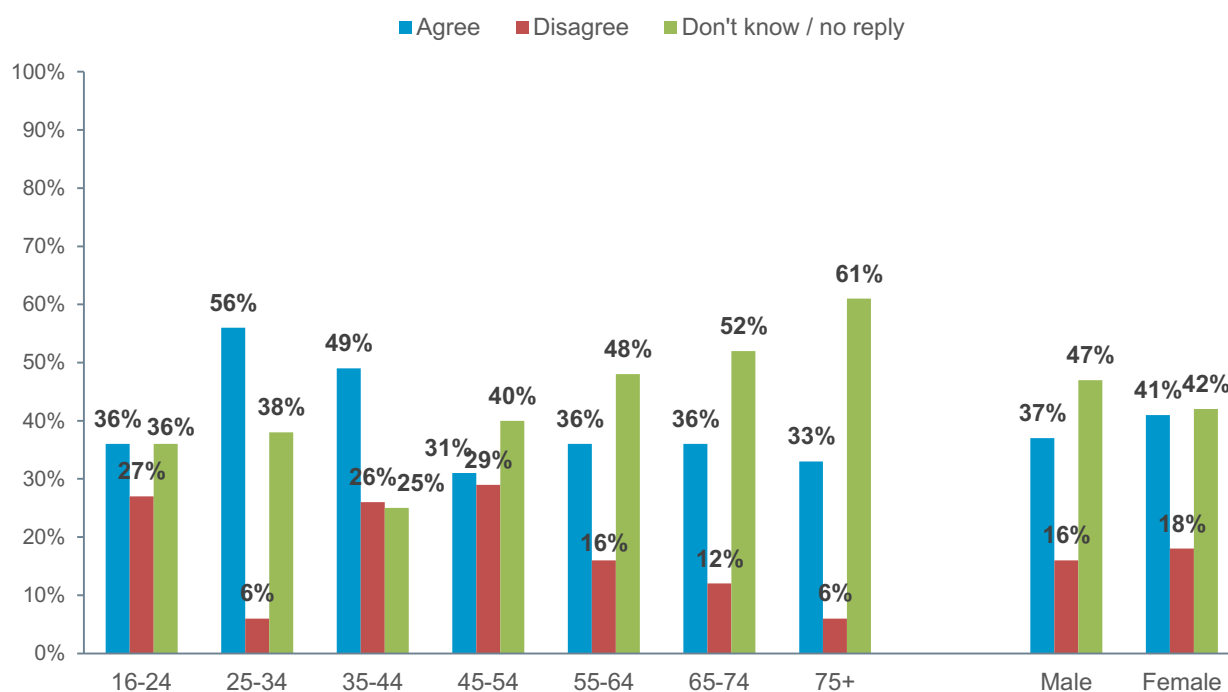
Identifying money or land for a new medical centre was more important for Oakington Road area residents than for residents of any other area, with 81% agreeing. In comparison, the Beach Road and Fens and Twenty Pence Road areas only each saw 63% of respondents agreeing.

Those responding to the survey on paper were also more likely than online respondents to agree that money or land should be identified for a new medical centre (73% compared to 66%).

Comparing the overall satisfaction question asked at the beginning of the survey with this question highlights that those who were very satisfied with life in the village were more likely to disagree that money or land should be identified for a new medical centre (15%) than those who were neither satisfied nor dissatisfied or dissatisfied to some extent (8%). A greater proportion of those with children aged 5-10 disagreed with this as well (25%), in comparison to those who did not have children living in their household (12%). Those responding to the survey on paper were also more likely than online respondents to agree that money or land should be identified for a new medical centre (73% compared to 66%).

Looking at the responses of those who agreed that money or land should be identified for additional pre-school facilities, as Figure 32 shows, the proportion of those agreeing was greatest for 25-34 year olds (56%), followed by 35-44 year olds (49%). A very large proportion of respondents aged 75 and above did not respond to this question or said they did not know (61%) and a greater proportion of females (41%) than males (37%) said they agreed.

Figure 32 – Q9. Should the Neighbourhood Plan identify land and/or money for an additional pre-school facility?
Base: All respondents (973)

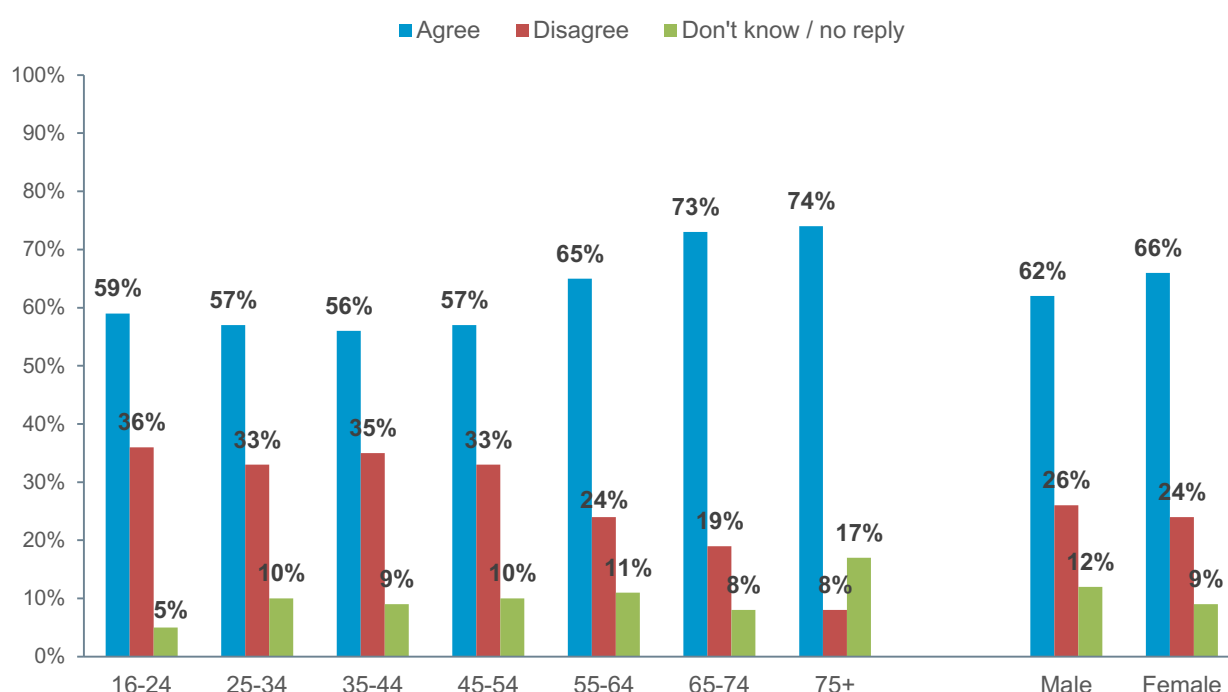


By area, the Beach Road and Oakington Road areas saw larger proportions of respondents agreeing (48% and 44% respectively) than in the Fens and Twenty Pence Road area (27%). Unsurprisingly, respondents from households with a child under five years old were more likely to agree that land or money should be identified for an additional pre-school facility (69%) in comparison to those who had older children in their household or no children at all, as were respondents from households of three or more (46%) in comparison to smaller households.

When it came to identifying money or land for a wider range of shops, three quarters of Beach Road area respondents (75%) said that they agreed, which was the greatest proportion out of any of the areas. The Histon Road area saw the largest proportion disagreeing, at 37%. As shown in Figure 33, identifying land or money for a wider range of shops was more important for 65-74 year olds and those aged 75 and above, with 73% and 74% respectively agreeing. In comparison, under 60% agreed in the age groups 16-24, 25-34, 35-44, and 45-54. A greater proportion of female respondents agreed than male respondents (66% compared to 62%).

Figure 33 – Q9. Should the Neighbourhood Plan identify land and/or money for a wider range of shops?

Base: All respondents (973)

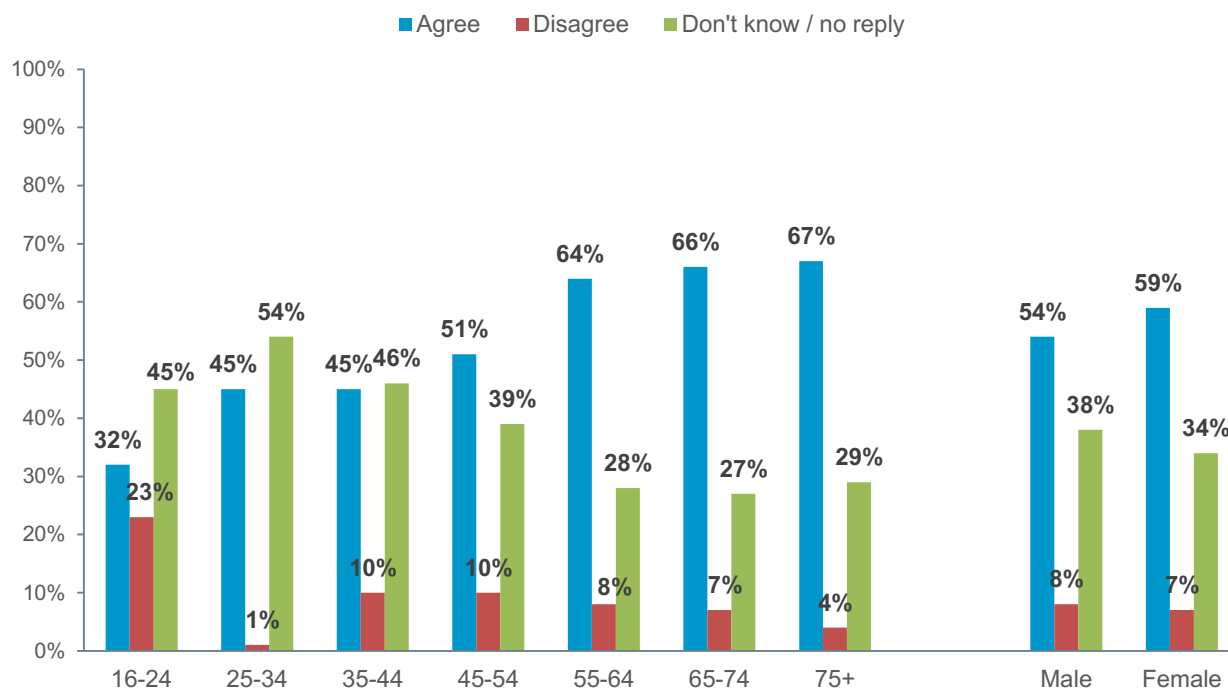


Those who did not have any children or young adults living in their household were more likely to agree (67%) compared to those with children or young adults, as were people who lived alone (70%).

A larger proportion of those who said they were neither satisfied nor dissatisfied or were dissatisfied to some extent with life in the village agreed that money or land should be identified for a wider range of shops (78%) in comparison to those who were very or fairly satisfied (62%).

As Figure 34 shows, when it comes to identifying land or money for a day centre for older residents, unsurprisingly respondents aged 75 and above and those in the age group 65-74 were more likely to agree (67% and 66% respectively) compared to the other age groups. Over half (54%) of those aged 25-34 said that they did not know or did not answer the question.

Figure 34 – Q9. Should the Neighbourhood Plan identify land and/or money for a day centre for older residents?
Base: All respondents (973)



Tenison Manor saw the largest proportion of respondents agreeing that land or money should be identified for a day centre for older residents, with 63% agreeing. In contrast, only 52% of Beach Road area residents agreed. Those with no children in their household (62%) or those in households of one or two people were also more likely to agree than those with children or young people in their households, or those living in households of three or more people (49%).

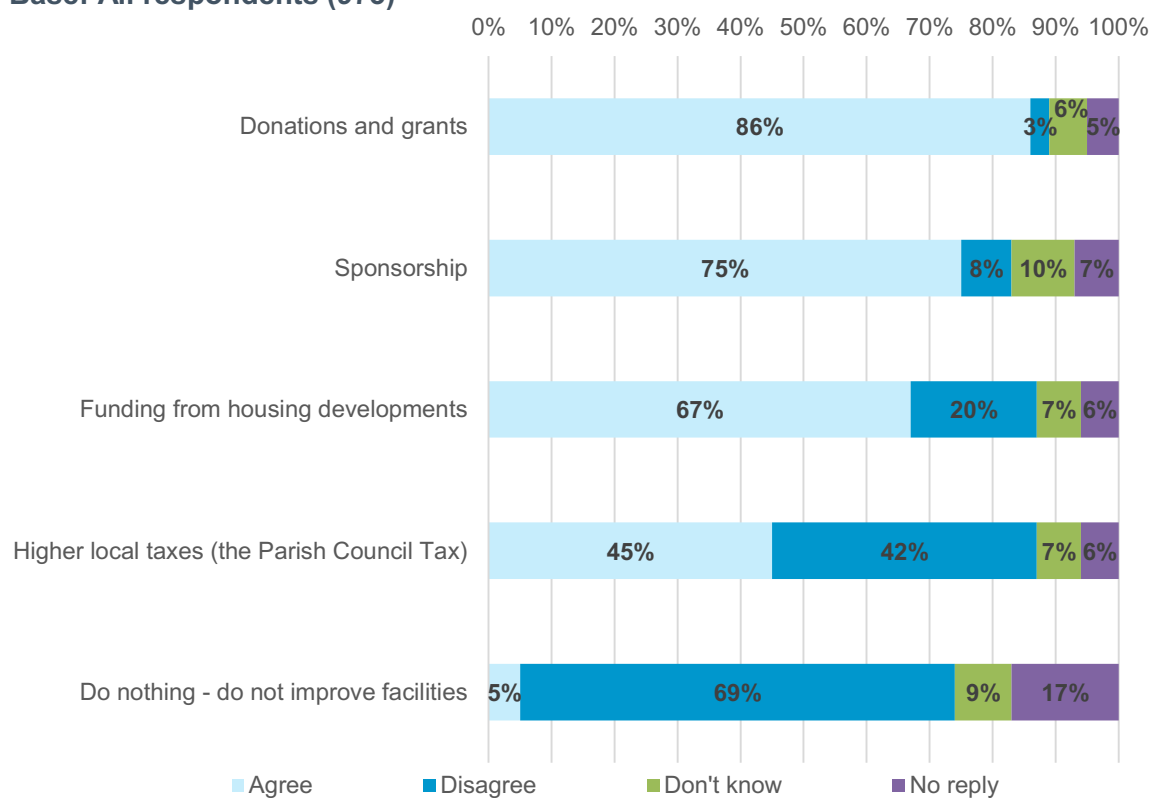
When respondents were asked what else money and land should be identified for, common responses related to sports and leisure facilities (particularly for the Colts football team), walking routes, cycling links or more open space, improved public transport and parking facilities.

Respondents were next asked their opinions about a number of different potential sources of funding for improvements in the village. The results are presented in Figure 35. As shown, donations and grants were the most popular source of funding, with 86% of respondents agreeing that the improvements should be paid for by these methods. This was followed by three quarters (75%) of respondents who agreed that improvements should be funded through sponsorship, which may have a commercial connotation for some people, thus potentially explaining why there was less support for this funding option than for donations and grants.

Two-thirds of respondents (67%) agreed that improvements should be funded by housing developments and less than half (45%) supported higher local taxes. Just 5% of respondents agreed that facilities did not need improving, indicating that, on the whole, there would be support for funding improvements through some means or another; however, there is still strong opposition to improvements being funded through housing development, as is evident in the fact that a fifth (20%) of respondents disagreed that improvements should be funded by them.

Figure 35 – Q10. Do you agree or disagree with using the following for funding improvements to the village facilities?

Base: All respondents (973)



The agreement with each of the sources of funding for improvements in the village varies across different subgroups. The following tables (Figures 36 to 39) demonstrate the levels of agreement with each source of funding according to gender, age and area subgroups. Only those differences which are statistically significant have been commented on in the accompanying text.

As shown in Figure 36, a larger proportion of males agreed that funding for improvements to facilities should come from housing development than females (73% compared to 63%). However, it should be kept in mind that a larger proportion of females did not answer the question (16%) compared to males (10%). Considering the differences between age groups, just 46% of those aged 16-24 said they agreed, compared to 67% of the overall sample. A greater proportion of residents aged 35-44 than any other age group disagreed, with 27%. The difference between those who agreed and those who disagreed that housing development should fund improvements was highest amongst the 75 and above age category. By comparison, the percentages were closer amongst 16-24 year olds.

There were a few differences identified between respondents from the various areas of Cottenham. For example, residents of the Beach Road area agreed more than the other areas (76%), particularly compared to Rampton Road area residents, where only 49% agreed. The highest level of disagreement was found amongst Oakington Road area residents, 35% of whom disagreed that improvements should be funded from housing developments.

Figure 36 – Q10. Agreement with paying for improvement to village facilities through housing development

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 73% | 18% | 10% |
| | Female | 63% | 21% | 16% |
| | Prefer not to say / no reply | 65% | 23% | 12% |
| Age | 16-24 | 46% | 36% | 18% |
| | 25-34 | 70% | 21% | 8% |
| | 35-44 | 61% | 27% | 12% |
| | 45-54 | 71% | 23% | 6% |
| | 55-64 | 71% | 22% | 8% |
| | 65-74 | 69% | 15% | 16% |
| | 75+ | 67% | 8% | 26% |
| | Prefer not to say / no reply | 63% | 19% | 19% |
| Area | Beach Road area | 76% | 12% | 12% |
| | Fens & Twenty Pence Road area | 57% | 23% | 20% |
| | High Street / Conservation area | 71% | 18% | 11% |
| | Histon Road area | 65% | 24% | 11% |
| | Oakington Road area | 54% | 35% | 12% |
| | Rampton Road area | 49% | 31% | 20% |
| | Tenison Manor area | 74% | 14% | 11% |
| | The Lanes | 69% | 21% | 11% |
| | Outside or no reply | 63% | 11% | 26% |

Interestingly, disagreement was highest for respondents who lived in a household with children aged 5-10 (30%) and those living in a household of three or more people (25%). There was also a higher level of disagreement amongst those responding to the survey online (25%) in comparison to those who completed the paper survey (17%).

Funding improvements to village facilities through higher local taxes was supported by 45% of respondents overall. As shown in Figure 37, again a greater proportion of males supported this source of funding than females, with 53% saying they agreed compared to 39% of females. Amongst females, a higher proportion disagreed than agreed (45% compared to 39%). Those aged 55-64 (50%) were the most likely to agree with this source of funding and those aged 25-34 were the least likely to agree (36%). The lower age groups (16-24, 25-34 and 35-44) all saw larger proportions disagreeing than agreeing.

Support for higher local taxes to fund improvements to facilities was highest amongst residents of The Lanes (55% agreeing) and lowest for Fens and Twenty Pence Road area residents (30%). In the latter, six in ten (63%) said they disagreed.

Figure 37 – Q10. Agreement with paying for improvement to village facilities through higher local taxes

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 53% | 37% | 10% |
| | Female | 39% | 45% | 15% |
| | Prefer not to say / no reply | 38% | 47% | 15% |
| Age | 16-24 | 41% | 50% | 9% |
| | 25-34 | 36% | 56% | 8% |
| | 35-44 | 45% | 48% | 8% |
| | 45-54 | 46% | 45% | 9% |
| | 55-64 | 50% | 38% | 12% |
| | 65-74 | 48% | 39% | 13% |
| | 75+ | 37% | 31% | 32% |
| | Prefer not to say / no reply | 47% | 44% | 9% |
| Area | Beach Road area | 35% | 52% | 13% |
| | Fens & Twenty Pence Road area | 30% | 63% | 7% |
| | High Street / Conservation area | 49% | 40% | 11% |
| | Histon Road area | 55% | 37% | 8% |
| | Oakington Road area | 42% | 44% | 14% |
| | Rampton Road area | 38% | 41% | 21% |
| | Tenison Manor area | 43% | 41% | 16% |
| | The Lanes | 55% | 39% | 6% |
| | Outside or no reply | 23% | 51% | 26% |

Those people who were very or fairly satisfied with life in Cottenham were more likely to say they agreed with funding improvements through higher local taxation (46% each) compared to those who were neither satisfied nor dissatisfied, or dissatisfied to some extent (35%). Respondents from households of two people (50%), or three or more (47%) were also more likely to say they agreed than those who lived on their own (33%).

When asked about whether they agreed with funding improvements to village facilities through sponsorship, a greater proportion of males disagreed than females (12% compared to 6%). Looking at the level of agreement by area in the village, the Beach Road area saw the largest proportion agreeing with 84%, followed by the Histon Road area, Oakington Road area and Tenison Manor, which each saw 81% agreeing. Only 2% of respondents from the Oakington Road area disagreed. The smallest proportion of respondents agreeing was from the Fens and Twenty Pence Road area (57%). By age, agreement was highest amongst 35-44 year olds (88%) and lowest for the 75 and above age group (55%). The age groups 25-34 and 35-44 saw the greatest difference between those saying they agree with funding from sponsorship and those disagreeing. This is shown in Figure 38.

Figure 38 – Q10. Agreement with paying for improvement to village facilities through sponsorship

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|---------------|---------------------------------|-------|----------|-----------------------|
| <i>Gender</i> | Male | 73% | 12% | 16% |
| | Female | 78% | 6% | 17% |
| | Prefer not to say / no reply | 70% | 7% | 23% |
| <i>Age</i> | 16-24 | 68% | 5% | 27% |
| | 25-34 | 86% | 5% | 10% |
| | 35-44 | 88% | 5% | 7% |
| | 45-54 | 83% | 9% | 8% |
| | 55-64 | 72% | 13% | 14% |
| | 65-74 | 71% | 9% | 20% |
| | 75+ | 55% | 6% | 39% |
| | Prefer not to say / no reply | 72% | 9% | 19% |
| <i>Area</i> | Beach Road area | 84% | 11% | 5% |
| | Fens & Twenty Pence Road area | 57% | 10% | 33% |
| | High Street / Conservation area | 75% | 9% | 16% |
| | Histon Road area | 81% | 7% | 13% |
| | Oakington Road area | 81% | 2% | 16% |
| | Rampton Road area | 71% | 12% | 17% |
| | Tenison Manor area | 81% | 4% | 16% |
| | The Lanes | 73% | 12% | 16% |
| | Outside or no reply | 54% | 3% | 43% |

The level of agreement was highest amongst respondents who lived in households with at least one child under the age of five (92%). In comparison, only 70% of respondents who did not have any children or young people in their household agreed. A larger proportion of those completing the survey online (80%) also agreed in comparison to those who completed the paper questionnaire (73%).

When it came to agreeing whether improvements to facilities should be funded through donations and grants, those living in the Fens and Twenty Pence Road area agreed less frequently than those living in other areas (73%) and no respondents from the Oakington Road area disagreed. As shown in Figure 39, there was little difference between genders, but when it came to age, support for this method of funding was highest amongst 35-44 year olds (95% agreement), followed by 25-34 year olds (92% agreement). In contrast, only 73% of 16-24 year olds and those of the age of 75 and above agreed. However, it should be kept in mind that over a quarter of respondents in these age groups (27% and 25%) did not answer the question; the proportions from these age groups saying they did not agree were small (5% and 6%).

Figure 39 – Q10. Agreement with paying for improvement to village facilities through donations and grants

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 86% | 4% | 9% |
| | Female | 87% | 2% | 11% |
| | Prefer not to say / no reply | 77% | - | 23% |
| Age | 16-24 | 73% | - | 27% |
| | 25-34 | 92% | 1% | 7% |
| | 35-44 | 95% | 2% | 4% |
| | 45-54 | 90% | 5% | 6% |
| | 55-64 | 87% | 5% | 8% |
| | 65-74 | 84% | 2% | 14% |
| | 75+ | 73% | 2% | 25% |
| | Prefer not to say / no reply | 79% | - | 21% |
| Area | Beach Road area | 87% | 4% | 9% |
| | Fens & Twenty Pence Road area | 73% | 3% | 23% |
| | High Street / Conservation area | 87% | 3% | 10% |
| | Histon Road area | 89% | 3% | 8% |
| | Oakington Road area | 84% | - | 16% |
| | Rampton Road area | 87% | 4% | 9% |
| | Tenison Manor area | 88% | 1% | 11% |
| | The Lanes | 88% | 2% | 11% |
| | Outside or no reply | 74% | - | 26% |

Agreement with this source of funding was highest amongst those who lived in a household of three or more people (91%). By contrast, 78% of those living on their own agreed. Agreement was also higher for those completing the online survey (91%), compared to those completing the paper questionnaire (83%).

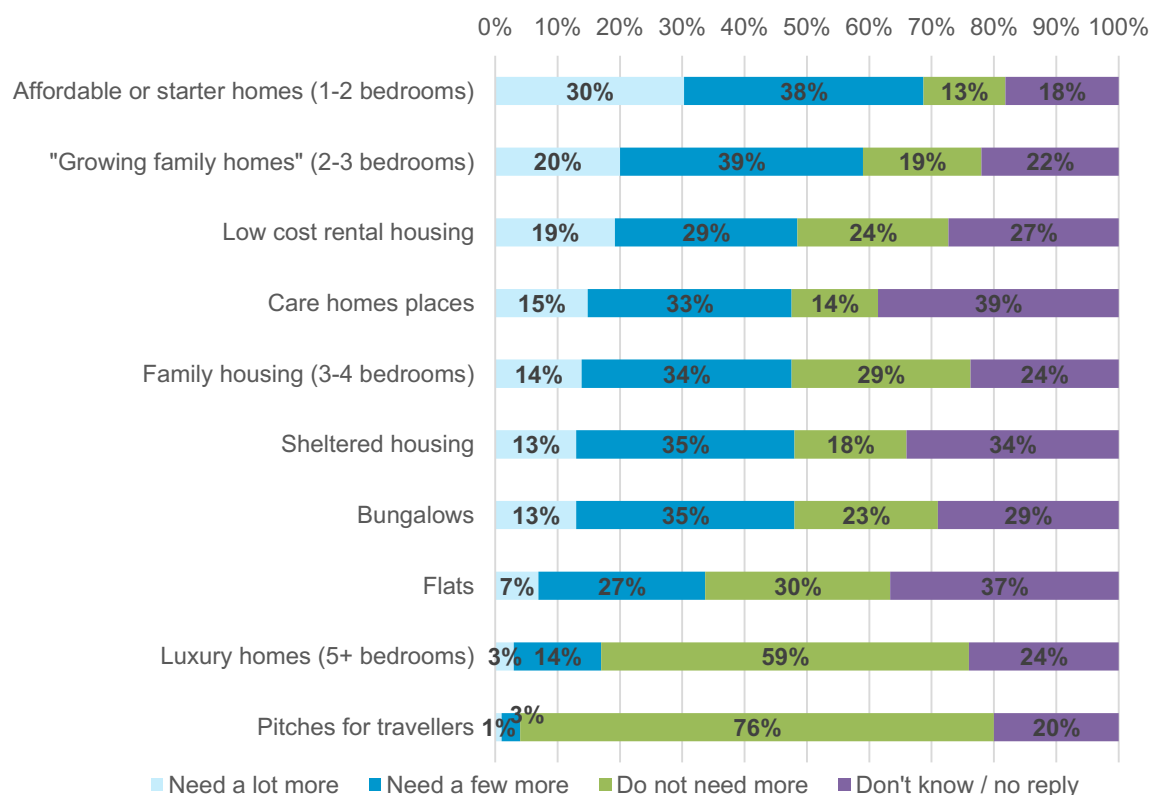
Respondents were also asked for their own ideas for funding improvements to the village. Answers ranged from lottery grants to central government funding and community fundraising. However, a number of people chose to express their opposition to additional development in the village, with some arguing that it should not be a trade-off for improvements to facilities.

Additional housing in Cottenham (Questions 11, 12 & 13)

This section of the questionnaire was designed to give the Parish Council an idea of whether people in Cottenham felt that the village needed more housing, and if so, the scale, type and size of developments.

First of all respondents were asked whether they felt additional accommodation was needed in Cottenham. As can be seen in Figure 40, support for affordable or starter homes saw the highest level of support out of all the different types of accommodation, with 30% saying a lot more housing of this type was needed and a further 38% saying a few more houses were needed. This was then followed by the need for growing family homes, which saw a fifth (20%) saying a lot more were needed and a further 39% saying a few more were needed, closely followed by low cost rental housing which saw 19% say a lot more was needed. Pitches for travellers were suggested by only 4% of respondents (1% saying they wanted a lot more and 3% saying a few more). There was not a lot of support for more luxury houses (5+ bedrooms) either, with only 3% saying a lot more were needed.

Figure 40 – Q11. Which of these types of accommodation, if any, do you think we need more of in Cottenham?
Base: All respondents (973)



Considering the results of those who said that a lot more affordable or starter homes were needed, support was highest amongst the older age groups, with 34% of those aged 55-64 saying a lot more were needed, as did 36% of both 65-74 year olds and those aged 75 and above. In contrast, only 19% of 35-44 year olds felt that a lot more of this type of property were required. Looking at the results by area of the village, support for a lot more affordable or starter homes was highest in the Fens and Twenty Pence Road area (37%) and lowest in the

Rampton Road area (17%). Support was higher for a lot more houses amongst those who did not have children (32%) and those with older children aged over 11 (32%), than those with children under five (21%) and with children aged 5-10 (18%).

There was little difference in responses by subgroups when it came to the need for a lot more “growing family” homes, but when it came to the need for more low cost rental housing there was a lot more variation. By area, a third (33%) of Fens and Twenty Pence Road area respondents and a quarter of Beach Road area respondents (23%) wanted a lot more of this type of property. Support for a lot more low cost rental accommodation was lowest amongst Rampton Road area respondents (15%) and Histon Road area respondents (16%).

When it came to age, a larger proportion of respondents aged 75 and above indicated that a lot more low cost rental accommodation was needed (28%) than 35-44 year olds, with only 8% of the latter age group saying a lot more was needed. Perhaps unsurprisingly, a greater proportion of those living on their own (27%) said a lot more low cost rental accommodation was needed than those living in households of three or more (16%). Likewise, more people responding via the paper survey said a lot more of this type of accommodation was needed (21%), compared to those responding online (16%).

There were also a few comments provided by respondents in relation to this question expressing their desire for no more development to the village.

The next question asked respondents if they agreed that the village should allow large developments to bring in more money for facilities, small plots which brought in less money or single plots which brought in no money to be built. As can be seen in Figure 41, support was highest for small developments, with 69% of people agreeing that this type of development should be allowed. This was followed by single plots (with 53% agreeing). Allowing large developments was least preferred, with only 26% agreeing.

Figure 41 – Q12. Thinking about housing development in Cottenham, do you think we should allow?

Base: All respondents (973)

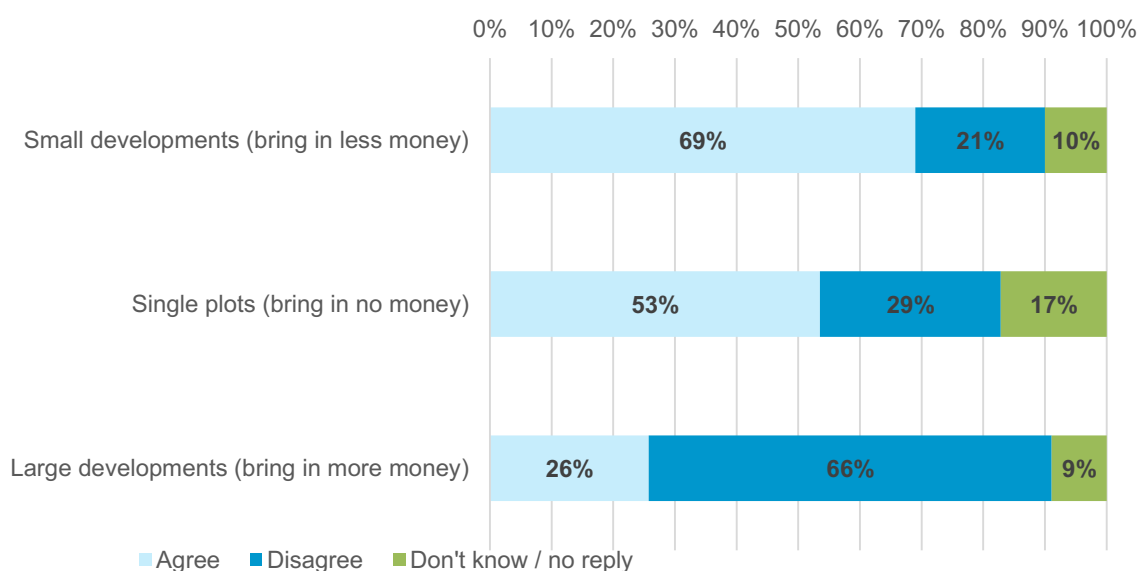


Figure 42 shows that support for large housing developments was most prevalent amongst Tenison Manor respondents (32%) and respondents from the Fens and Twenty Pence Road area (30%). Opposition was strongest amongst Beach Road area respondents (77%) and Histon Road area respondents (76%). There was also a large difference between the proportion of Rampton Road area respondents saying they agree and those saying they disagree (76% compared to 19%). Males were more likely than females to agree with allowing large developments (30% compared to 22%), as were those aged 25-34 (36%) in comparison to the other age groups. There were also large differences between those saying they agreed and those saying they disagreed amongst 35-44 year olds (22% agree; 73% disagree) and 65-74 year olds (20% agree; 71% disagree). Those living in households of three or more people were more likely to disagree that large developments should be allowed (68%) compared to those living alone (54%).

Figure 42 – Q12. Agreement with allowing large developments which bring in more money for Cottenham

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 30% | 65% | 6% |
| | Female | 22% | 68% | 11% |
| | Prefer not to say / no reply | 32% | 58% | 10% |
| Age | 16-24 | 27% | 59% | 14% |
| | 25-34 | 36% | 57% | 7% |
| | 35-44 | 22% | 73% | 5% |
| | 45-54 | 25% | 70% | 5% |
| | 55-64 | 29% | 68% | 4% |
| | 65-74 | 20% | 71% | 10% |
| | 75+ | 26% | 53% | 21% |
| | Prefer not to say / no reply | 33% | 49% | 19% |
| Area | Beach Road area | 17% | 77% | 5% |
| | Fens & Twenty Pence Road | 30% | 63% | 7% |
| | High Street / Conservation area | 29% | 63% | 8% |
| | Histon Road area | 19% | 76% | 5% |
| | Oakington Road area | 21% | 67% | 12% |
| | Rampton Road area | 16% | 74% | 11% |
| | Tenison Manor area | 32% | 58% | 10% |
| | The Lanes | 24% | 71% | 5% |
| | Outside or no reply | 31% | 46% | 23% |

As shown in Figure 43, 16-24 year olds were most likely to disagree that small developments should be built out of all of the age groups (41%). The proportion of this age group disagreeing was larger than the proportion agreeing (41% compared to 36%). In comparison, 75% of 65-74 year olds agreed with this, as did 74% of 55-64 year olds. Those living in households with children under five were also more likely to agree that small developments should be allowed (69%) compared to those with children aged 5-10 years old (58%). Support for small developments was highest amongst Histon Road area respondents (77% agreed) and Beach Road area respondents (76% agreed).

Figure 43 – Q12. Agreement with allowing small developments which bring in less money for Cottenham
Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|---------------|---------------------------------|-------|----------|-----------------------|
| <i>Gender</i> | Male | 68% | 23% | 9% |
| | Female | 69% | 20% | 10% |
| | Prefer not to say / no reply | 73% | 17% | 10% |
| <i>Age</i> | 16-24 | 36% | 41% | 23% |
| | 25-34 | 69% | 20% | 11% |
| | 35-44 | 64% | 29% | 7% |
| | 45-54 | 71% | 22% | 7% |
| | 55-64 | 74% | 21% | 5% |
| | 65-74 | 75% | 18% | 7% |
| | 75+ | 67% | 14% | 19% |
| | Prefer not to say / no reply | 63% | 16% | 21% |
| <i>Area</i> | Beach Road area | 76% | 21% | 3% |
| | Fens & Twenty Pence Road | 63% | 20% | 17% |
| | High Street / Conservation area | 74% | 16% | 10% |
| | Histon Road area | 77% | 18% | 5% |
| | Oakington Road area | 54% | 37% | 9% |
| | Rampton Road area | 59% | 29% | 12% |
| | Tenison Manor area | 68% | 21% | 11% |
| | The Lanes | 73% | 21% | 6% |
| | Outside or no reply | 49% | 29% | 23% |

In relation to allowing single plots which bring in no money to Cottenham, those aged 65-74, and 75 and over were the least likely to disagree (21% and 24% respectively). In contrast, 39% of 25-34 year olds disagreed. Those in the Histon Road area were most likely to agree with single plots (65%), which was much higher than the agreement level in Tenison Manor (48%) and the Beach Road area (43%). The Histon road area also saw the largest difference between the proportions of respondents agreeing (65%) and the proportion disagreeing (26%). Male respondents were more likely than female respondents to agree with single plots (57% compared to 50%). This is shown in Figure 44. Those living in households of three or more were also more likely to agree with allowing single plots (59%) particularly in comparison to those living alone (44%), as were those responding to the survey online (58%) in comparison to those completing the paper questionnaire (51%). Those responding to the survey online were also more likely to agree with allowing single plots to be built (58%) than those completing the paper questionnaire (51%).

Figure 44 – Q12. Agreement with allowing single plots which bring in no money for Cottenham

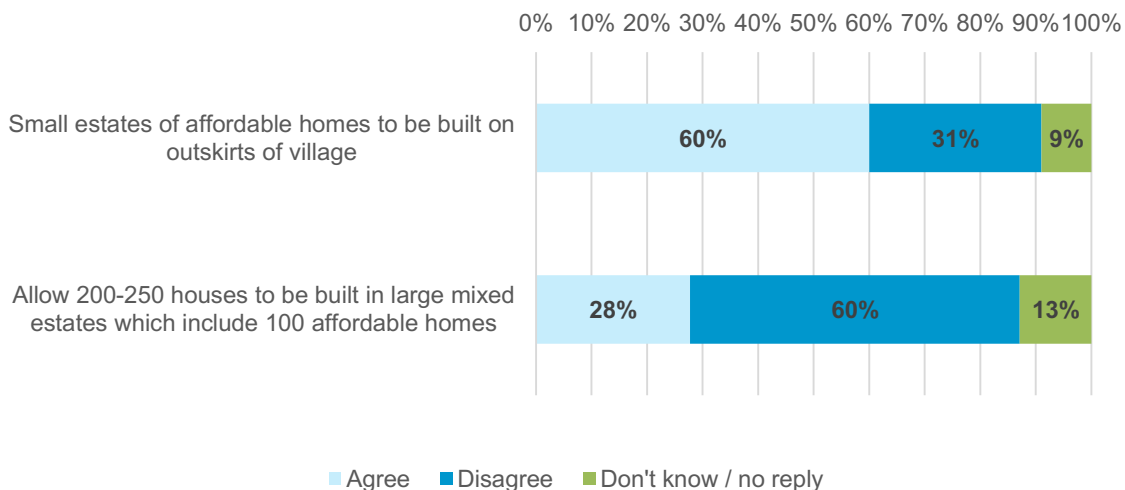
Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 57% | 29% | 14% |
| | Female | 50% | 30% | 20% |
| | Prefer not to say / no reply | 57% | 25% | 18% |
| Age | 16-24 | 36% | 36% | 27% |
| | 25-34 | 46% | 39% | 14% |
| | 35-44 | 59% | 30% | 11% |
| | 45-54 | 59% | 30% | 11% |
| | 55-64 | 52% | 36% | 13% |
| | 65-74 | 59% | 21% | 20% |
| | 75+ | 44% | 24% | 33% |
| | Prefer not to say / no reply | 40% | 33% | 28% |
| Area | Beach Road area | 43% | 41% | 16% |
| | Fens & Twenty Pence Road | 50% | 33% | 17% |
| | High Street / Conservation area | 56% | 27% | 18% |
| | Histon Road area | 65% | 26% | 10% |
| | Oakington Road area | 61% | 33% | 7% |
| | Rampton Road area | 56% | 25% | 19% |
| | Tenison Manor area | 48% | 32% | 20% |
| | The Lanes | 55% | 30% | 15% |
| | Outside or no reply | 40% | 29% | 32% |

Respondents were then informed that the village needed around 100 affordable homes to be built and were asked if they agreed that these should be built within large mixed estates of 200-250 houses or in small estates on the outskirts of the village. There was more widespread support for small estates of affordable houses being built on the outskirts of the village (60% agreement) than for building large mixed housing estates (28% agreement), as can be seen in Figure 45. Six in ten (60%) said they disagreed with large mixed estates.

Figure 45 – Q13. Cottenham needs 100 additional affordable homes. Usually larger housing developments include more affordable homes. Do you agree or disagree with the following?

Base: All respondents (973)



In regards to agreement with whether or not large developments should be allowed, there were a few differences between the different areas of Cottenham. For example, residents of Tenison Manor (34%) agreed more than the other areas, particularly compared to Rampton Road area residents, where only 20% agreed. As Figure 46 shows, the highest level of disagreement was found amongst Oakington Road area residents, 77% of whom disagreed that the village should allow 200-250 houses to be built in large mixed estates to include the 100 affordable homes. By contrast only 21% of Oakington Road area respondents said they agreed. Males were more likely to agree than females (32% compared to 24%), as were those completing the survey online (34%), compared to those answering the paper survey (25%). In regards to age, the difference in the proportion of those agreeing and the proportion disagreeing was largest amongst the 35-44 age group.

Figure 46 – Q13. Agreement that village should allow large mixed estates to be built to include 100 affordable homes

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 32% | 59% | 9% |
| | Female | 24% | 60% | 16% |
| | Prefer not to say / no reply | 30% | 62% | 8% |
| Age | 16-24 | 32% | 68% | - |
| | 25-34 | 29% | 56% | 16% |
| | 35-44 | 26% | 65% | 9% |
| | 45-54 | 28% | 64% | 7% |
| | 55-64 | 33% | 57% | 10% |
| | 65-74 | 25% | 60% | 16% |
| | 75+ | 25% | 52% | 24% |
| | Prefer not to say / no reply | 30% | 56% | 14% |
| Area | Beach Road area | 21% | 65% | 13% |
| | Fens & Twenty Pence Road area | 27% | 63% | 10% |
| | High Street / Conservation area | 29% | 60% | 11% |
| | Histon Road area | 31% | 58% | 11% |
| | Oakington Road area | 21% | 77% | 2% |
| | Rampton Road area | 20% | 62% | 18% |
| | Tenison Manor area | 34% | 51% | 16% |
| | The Lanes | 31% | 57% | 12% |
| | Outside or no reply | 26% | 57% | 17% |

When it came to disagreeing with large estates being built, those in single households disagreed less frequently (50%) than those in households of two people (62%) or households of three or more (61%).

Allowing small estates of affordable homes to be built on the outskirts of the village was supported by 60% of respondents overall. As shown in Figure 47, a greater proportion of females supported this idea than males, with 62% saying they agreed, compared to 57% of males. Those aged 75 and over (70%) were the most likely to agree with building smaller estates on the edge of the village and those aged 16-24 were the least likely to agree (50%). The difference between those who agreed and those who disagreed was greatest amongst the 75 and over age group (70% compared to 20%).

Support for allowing smaller estates to be built on the outskirts of the village was highest amongst residents of the High Street and Conservation area (67% agreeing) and lowest amongst Oakington Road area residents (42% agree). A greater proportion of Oakington Road area respondents disagreed (56%) than agreed, which was not true of any other area.

Figure 47 – Q13. Agreement that village should allow small estates of affordable homes to be built on the outskirts of the village

Base: All respondents (973)

| | | Agree | Disagree | Don't know / no reply |
|--------|---------------------------------|-------|----------|-----------------------|
| Gender | Male | 57% | 37% | 5% |
| | Female | 62% | 27% | 11% |
| | Prefer not to say / no reply | 58% | 32% | 10% |
| Age | 16-24 | 50% | 50% | - |
| | 25-34 | 64% | 24% | 12% |
| | 35-44 | 53% | 38% | 10% |
| | 45-54 | 51% | 45% | 4% |
| | 55-64 | 63% | 29% | 8% |
| | 65-74 | 65% | 26% | 10% |
| | 75+ | 70% | 20% | 11% |
| | Prefer not to say / no reply | 61% | 26% | 14% |
| Area | Beach Road area | 52% | 37% | 11% |
| | Fens & Twenty Pence Road | 57% | 33% | 10% |
| | High Street / Conservation area | 67% | 26% | 7% |
| | Histon Road area | 53% | 37% | 10% |
| | Oakington Road area | 42% | 56% | 2% |
| | Rampton Road area | 57% | 32% | 11% |
| | Tenison Manor area | 59% | 30% | 11% |
| | The Lanes | 62% | 30% | 8% |
| | Outside or no reply | 57% | 34% | 9% |

People living in households without any children were more likely to agree (64%) than those with children under five (55%) and aged 5-10 (46%), as were those who completed the survey in paper format (64%) compared to online (51%). When it came to those saying they were neither satisfied nor dissatisfied with life in the village or dissatisfied to some extent, a greater proportion said they disagreed with small estates (37%) compared to those who were satisfied with life in Cottenham (31%).

There were a few comments from respondents regarding the fact that people did not want development at all (40 comments), that affordable or social housing was needed (35 comments) and that only small or in-fill developments should be allowed (32 comments).

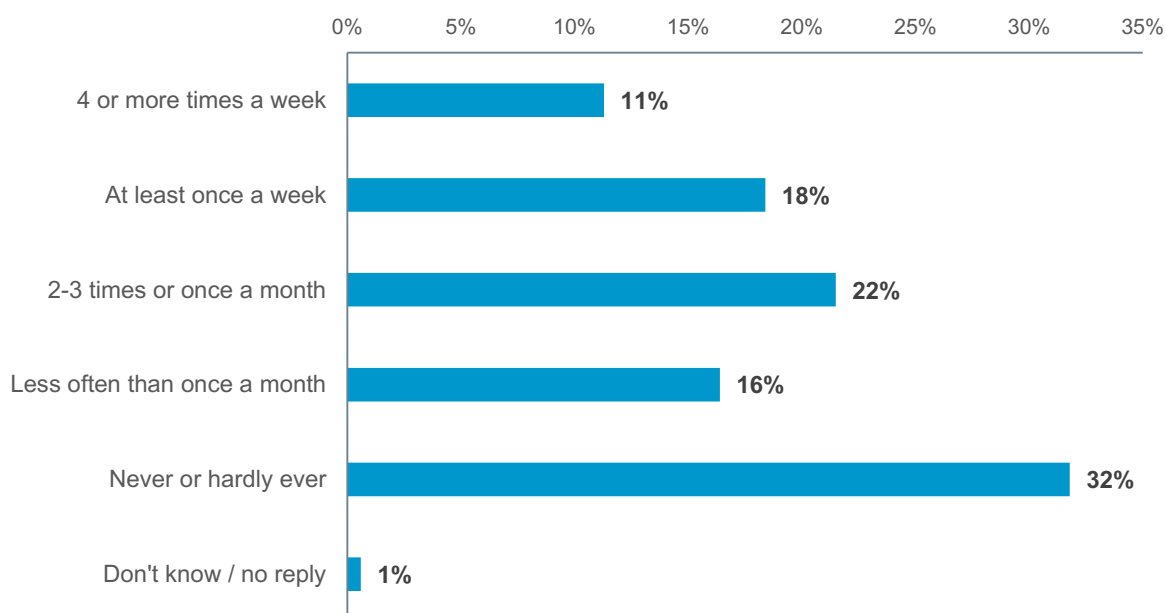
Other challenges (Questions 14, 15 & 16)

Respondents were asked a series of questions about bus usage, incentives to use the bus more, and possible future introductions to reduce traffic and pollution in the village.

In this section of the questionnaire, respondents were first asked how often they or someone in their household used the bus service to travel to or from Cambridge. As shown in Figure 48, one in ten people surveyed (11%) said that they or someone in their household used the bus four or more times a week and a further fifth (18%) said they used it at least once a week. However, almost a third (32%) said that they or people in their household hardly ever or never used the bus.

Figure 48 – Q14. How often do you or anyone in your household use the bus service to/from Cambridge?

Base: All respondents (973)



As shown in Figure 49, Rampton Road area respondents used the bus most frequently, with 20% saying they or someone in their household used the bus four or more times a week and a further 22% using it at least once a week. Bus usage was lowest for Oakington Road area residents, 54% of whom said hardly ever or never. There was little difference between male and female respondents. However, in relation to age 16-24 year olds said they or someone in their household used the bus most frequently, with 46% saying four or more times a week and 14% at least once a week. It is likely that a large proportion of this age group use the bus to travel to college or commute. Bus usage was lowest amongst 25-34 year olds, with 48% saying they or people in their household hardly ever or never used the bus. The older age groups (65-74 and 75+) seem to be more casual users of the bus with three in ten in both age groups saying they use the bus at least once a week (30% and 31% respectively), but relatively small proportions saying they used the bus four or more times a week (8% and 6% respectively).

Figure 49 – Q14. How often do you or anyone in your household use the bus services to/from Cambridge?

Base: All respondents (973)⁶

| | | 4 or more times a week | At least once a week | 1-3 times a month | Less than once a month | Never or hardly ever |
|---------------------|---------------------------------|------------------------|----------------------|-------------------|------------------------|----------------------|
| Gender | Male | 10% | 19% | 19% | 17% | 33% |
| | Female | 12% | 18% | 23% | 16% | 30% |
| | Prefer not to say / no reply | 13% | 15% | 23% | 12% | 35% |
| Age | 16-24 | 46% | 14% | 23% | - | 18% |
| | 25-34 | 10% | 6% | 19% | 18% | 48% |
| | 35-44 | 5% | 11% | 22% | 26% | 36% |
| | 45-54 | 22% | 12% | 19% | 13% | 34% |
| | 55-64 | 10% | 17% | 21% | 16% | 37% |
| | 65-74 | 8% | 30% | 26% | 15% | 20% |
| | 75+ | 6% | 31% | 20% | 17% | 25% |
| | Prefer not to say / no reply | 14% | 21% | 21% | 7% | 35% |
| Area | Beach Road area | 13% | 16% | 24% | 15% | 32% |
| | Fens & Twenty Pence Road area | 17% | 13% | 13% | 17% | 40% |
| | High Street / Conservation area | 11% | 18% | 24% | 17% | 30% |
| | Histon Road area | 8% | 29% | 21% | 21% | 21% |
| | Oakington Road area | 7% | 14% | 19% | 7% | 54% |
| | Rampton Road area | 20% | 22% | 22% | 12% | 23% |
| | Tenison Manor area | 9% | 12% | 21% | 19% | 39% |
| | The Lanes | 8% | 25% | 21% | 18% | 28% |
| Outside or no reply | 9% | 17% | 6% | 17% | 43% | |

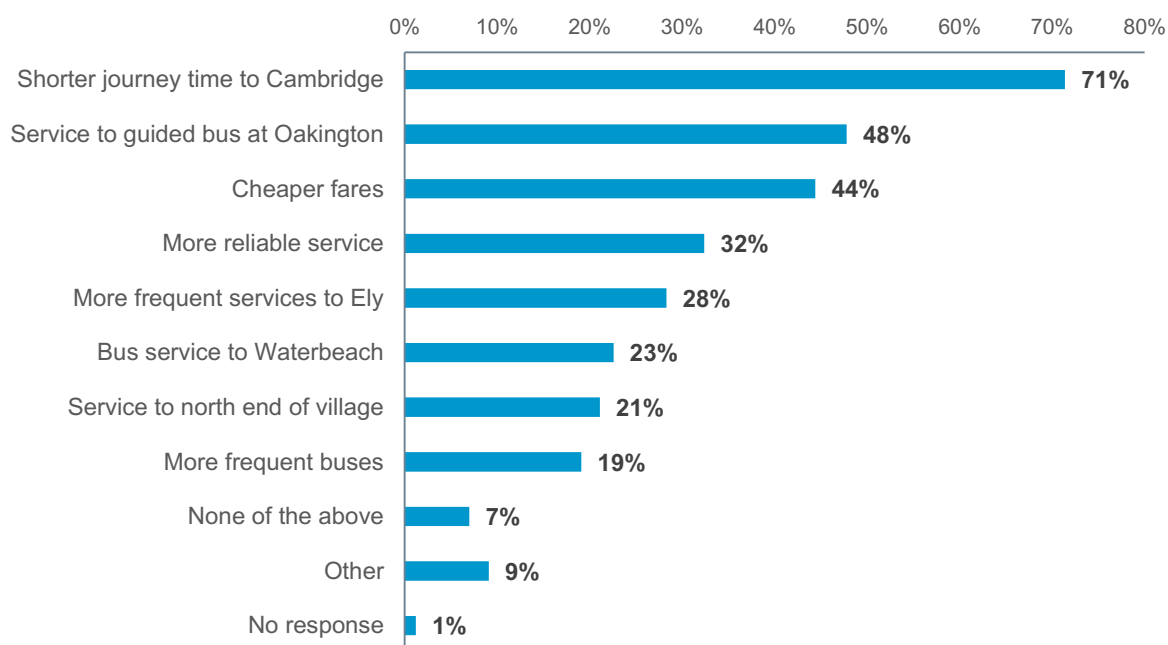
Those with children over the age of 11 living in their household were more likely to use the bus (or have someone in their household who uses the bus) four or more times a week (24%) than those with children aged 5-10 in their household (8%), children under five (3%), or no children (7%).

⁶ Please note that the percentages of those who didn't reply to this question have been removed from this table so each row of percentages will not add up to 100%.

Respondents were then asked what, if anything, would encourage them to use the bus service more frequently. As shown in Figure 50, a shorter journey time to Cambridge was the improvement that would encourage them the most (71%), followed by a service to the guided bus at Oakington (48%) and cheaper fares (44%).

Figure 50 – Q15. Which, if any, would encourage you to use the bus service more frequently?

Base: All respondents (973)



A shorter journey time to Cambridge was particularly important to those of sixth form or working age in comparison to those aged 65-74 and 75 and above. For example, for all of the working age groups, over 75% of people said that this would encourage them to use the bus more. In contrast, only 51% of those aged 75 and above said it would encourage them, and 68% of respondents aged 65-74 said it would. Likewise, cheaper fares were more important for those aged 16-24 (82%) and 25-34 (66%) than for those aged 65-74 (10%) and over 75 (12%). Eligibility for free travel for those aged 65 and above may be the influence for the difference between these age groups. For the older age groups, a service to the guided bus at Oakington was more important (56% of those aged 65-74 chose this response, as did 53% of those aged 75 and above), as was more frequent services to Ely (54% aged 75+), and a service to the north end of the village (42% of those aged 75+). For the youngest age group, a more reliable service (59%) was more important than for other age groups.

Those with children under five living in their household were most likely to want a shorter journey time to Cambridge (81%) and a bus service to Waterbeach (30%) in comparison to those with older children or those living on their own. People living alone were more likely to say that more frequent services to Ely (36%) and a service to the north end of the village (27%) would encourage them more.

Looking at the results by area of the village, residents of the Histon Road area were most likely to say a shorter journey time to Cambridge would encourage them to use the bus more (82%), particularly in comparison to Fens and Twenty Pence Road area residents (47%). Oakington Road area residents were more likely to be encouraged by a service to the guided bus at Oakington (61%). In contrast only 20% of Fens and Twenty Pence Road area residents gave this answer. Residents from The Lanes were most likely to say it would be a more reliable service (43%). A much larger proportion of residents from the Fens and Twenty Pence Road

area (53%) said that a service to the north end of the village would encourage them more than Beach Road area residents (9%).

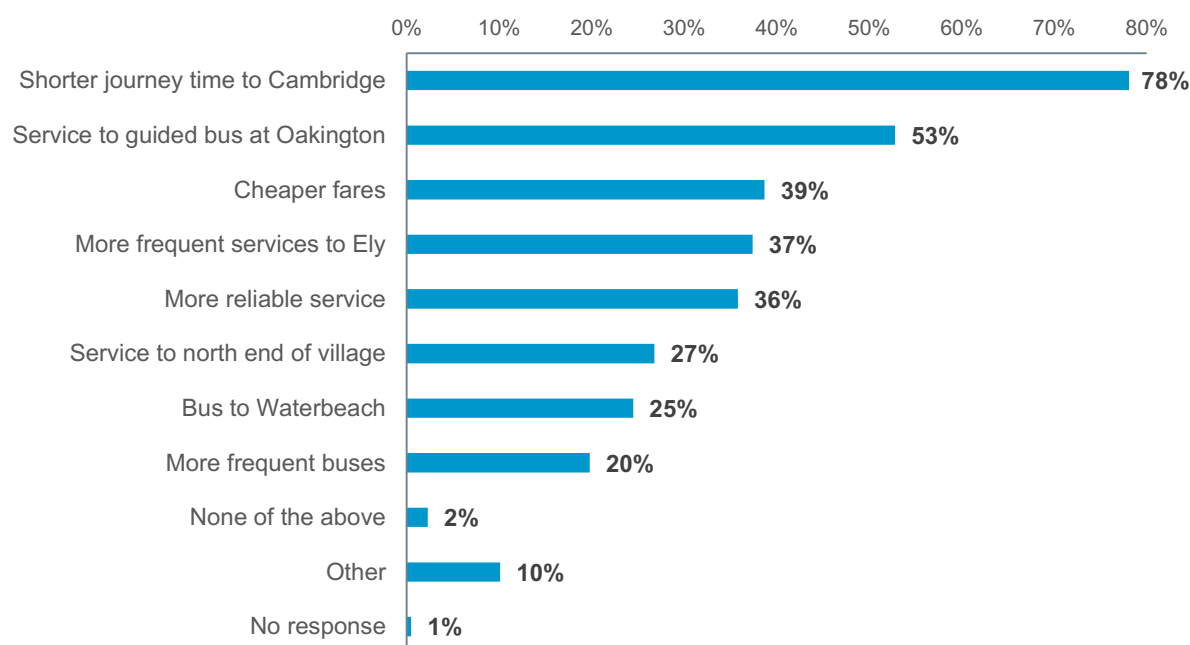
Females were more likely to say that a shorter journey time would encourage them more than males (76% compared to 68%) and that cheaper fares would encourage them (47% compared to 39%).

When asked what else would encourage them to use the bus more frequently, some respondents reiterated that a more direct and quicker service to Cambridge would and there was mention about the need for the bus to Addenbrookes Hospital to be reinstated.

When looking at incentives to use the bus more frequently amongst those who said they used the bus between once a week and once a month, as shown in Figure 51, the majority said a shorter journey time (78%), followed by over half (53%) saying a service to the guided bus at Oakington. Cheaper fares, a more reliable service, and a more frequent service to Ely were also each cited by more than a third (39%, 36%, and 37% respectively).

Figure 51 – Q15. Which, if any, would encourage you to use the bus service more frequently?

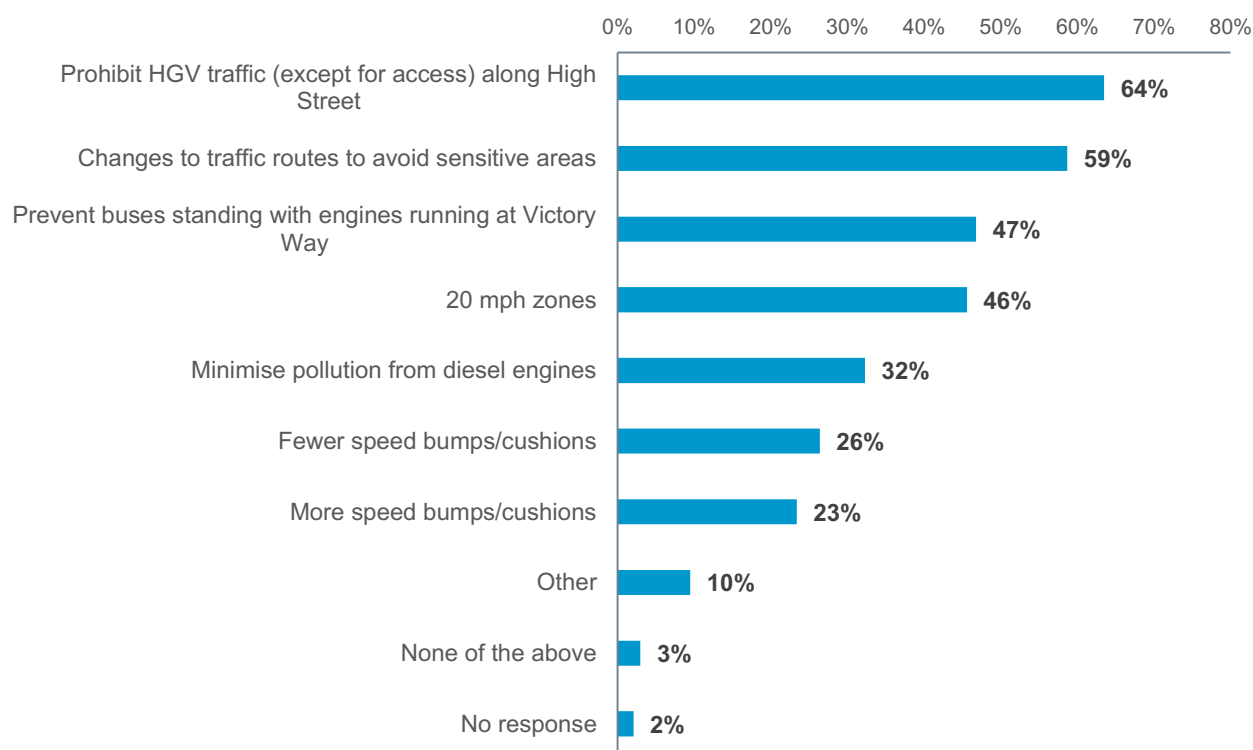
Base: Those who used the bus between once a week and once a month (388)



Respondents were next asked which measures to reduce traffic and pollution they were in favour of introducing to Cottenham in the next 15 years. As shown in Figure 52, prohibiting HGV traffic from using the High Street (except for access) was the most popular introduction, with 64% saying they were in favour of this. This was followed by changes to traffic routes to avoid sensitive areas (59%), preventing buses standing with their engines running at Victory Way (47%) and introducing 20mph zones (46%). Only 3% responded that none of the proposed options should be implemented.

Figure 52 – Q16. Which of these measures, if any, would you be in favour of being introduced in the next 15 years or so?

Base: All respondents (973)



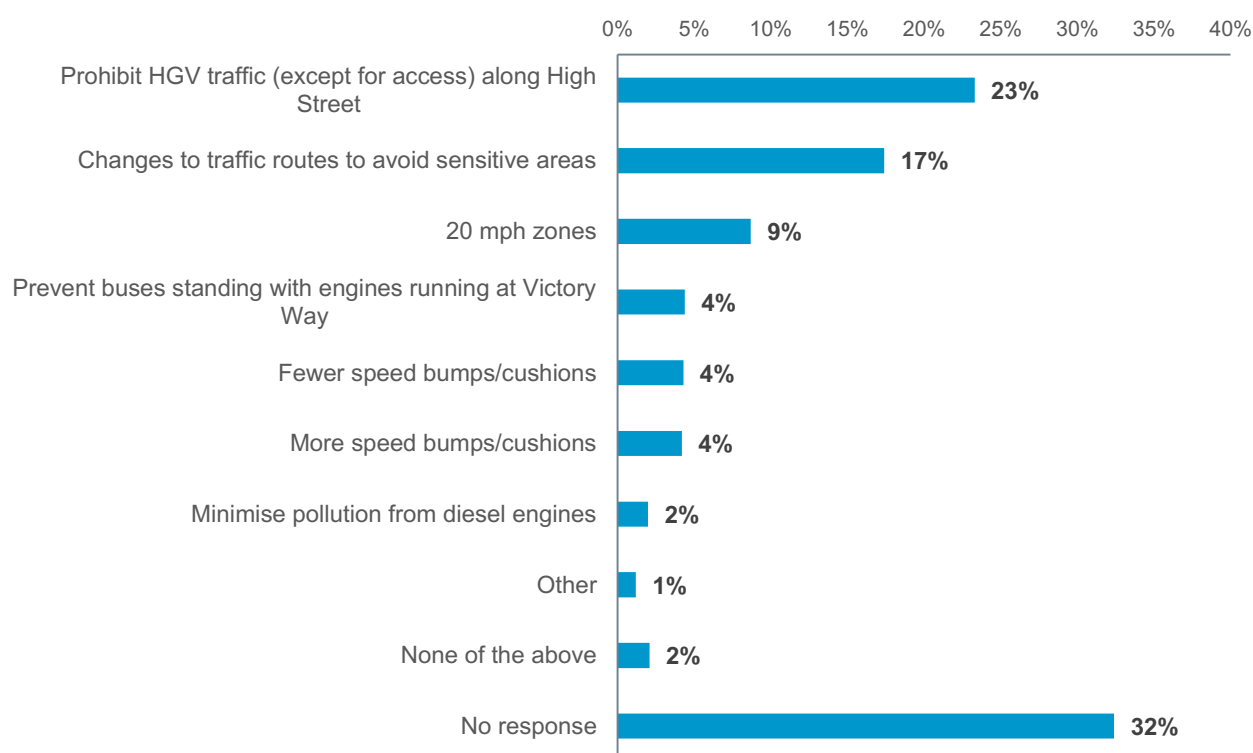
Changing traffic routes to avoid sensitive areas was more popular amongst Histon Road area respondents (73%) in comparison to Fens and Twenty Pence Road area respondents (43%) and Beach Road area respondents (49%). Female respondents were also more likely to choose this response (64%) compared to males (54%). Those in the 35-44 and 45-54 age groups were more likely to be in favour of changing the traffic routes (69% and 68% respectively), in comparison to the youngest age groups (46% amongst 16-24 year olds and 42% amongst 25-34 year olds) and compared to the older generations (52% amongst those aged 75 and over and 54% of 65-74 year olds). Those in households of three or more people were also more likely to choose this option (68%) compared to those living on their own (51%) or households in which two people lived (52%).

Ten per cent of respondents also provided other ideas that they would be in favour of. The majority of these were ideas related to the introduction of speed restrictions and other traffic calming measures.

Respondents were next asked to consider what would be the most important introduction for them. As shown in Figure 53, and like in the previous question, prohibiting HGV traffic along the High Street except for access was the most popular most important introduction, with 23% selecting this option. This was closely followed by changes to the traffic routes to avoid sensitive areas (17%). However, it should be kept in mind that almost a third of respondents (32%) did not answer this question.

Figure 53 – Q16. Which of these measures, if any, is the most important introduction in the next 15 years or so?

Base: All respondents (973)



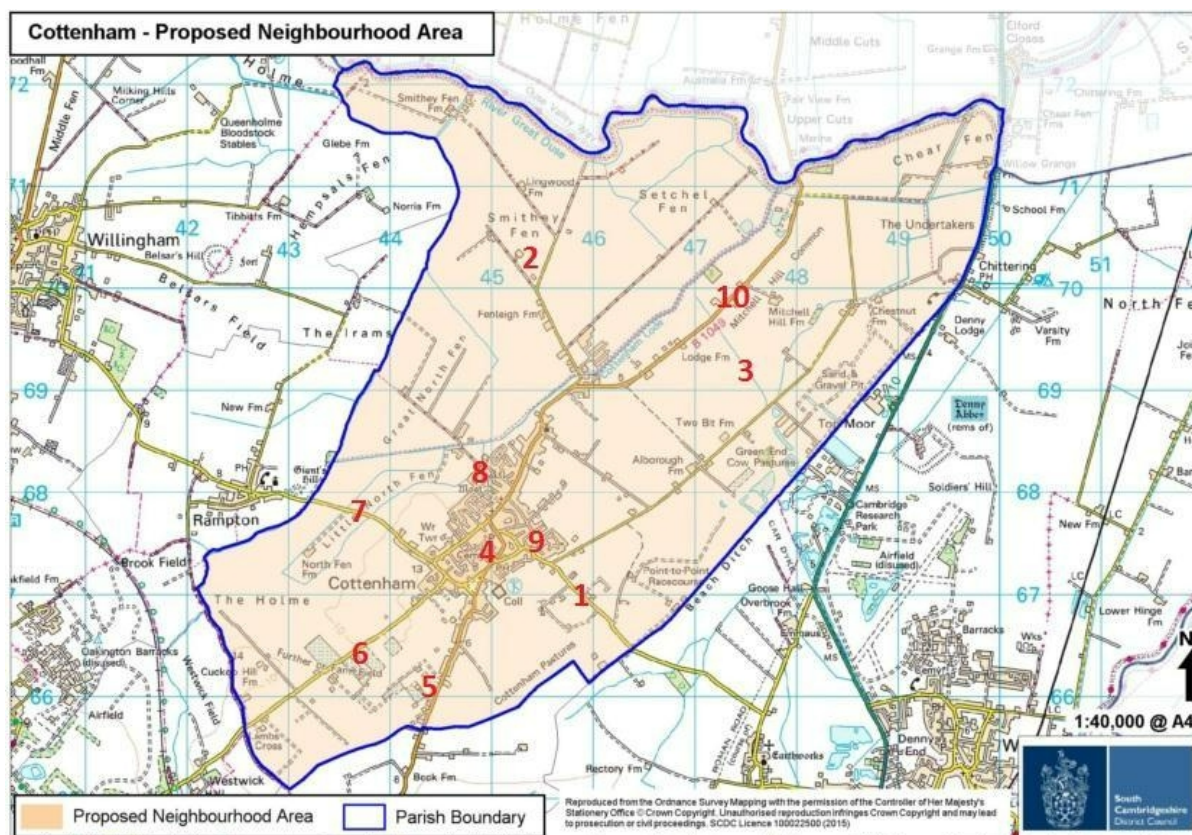
Out of all of the areas of the village, those living in the Histon Road area were most likely to say that prohibiting HGV traffic along the High Street was the most important introduction (39%), whereas respondents from Tenison Manor were most likely to say it was changes to traffic routes to avoid sensitive areas (27%).

Female respondents were more likely to choose prohibiting HGV traffic in the High Street (26%) than male respondents (21%). Respondents aged 16-24 were the least likely age group to choose introducing prohibitions to HGV traffic (5%) and changing the traffic routes was most popular amongst 35-44 year olds (32%).

Acknowledgments

Enventure Research would like to express its gratitude to everyone who took part in the survey. We would also like to thank Councillors Frank Morris, Christine Ward and Tony Nicholas from Cottenham Parish Council for their help throughout the survey process.

Appendix A – Map of the village



1. Beach Road area
2. Fen (NW of Cottenham Lode)
3. Fen (East of Cottenham Lode)
4. High Street / Conservation area
5. Histon Road area
6. Oakington Road area
7. Rampton Road area
8. Tenison Manor
9. The Lanes
10. Twenty Pence Road

Appendix B – Questionnaire

Taking Control of Cottenham's Future

What is the survey about?

Residents have the chance to influence what Cottenham will be like in 2030 by creating a Neighbourhood Plan. Cottenham Parish Council is taking a lead but you, the residents, are the most important part of the Neighbourhood Plan. This survey is vital for finding out what residents want and do not want in Cottenham in the next fifteen years.

Please refer to the next page of this survey for more information about the Neighbourhood Plan, this survey and what happens next.

By taking part you will be helping to shape the Cottenham Neighbourhood Plan. The final Neighbourhood Plan will then be voted on by the whole village before being adopted.

Who should take part in the survey?

We want to hear the views of everyone over the age of 16 who lives in or owns a business in the Parish of Cottenham. Please encourage as many people from your household to take part as possible. Please see below for how they can go online or download another paper questionnaire to take part. **For every completed and returned questionnaire, the Parish Council will donate 50p to a registered Cottenham charity of your choice.**

What will be done with the information I provide?

All information provided will be analysed by an independent research company called Enventure Research and treated in accordance with the Data Protection Act 1998. We will only use this information to inform the consultation on the Neighbourhood Plan. If you provide your contact details, they will not be passed on to any third parties and they will also be kept separate from your questionnaire answers, meaning that you will not be identified in any way.

How can I take part?

There are different ways that you can take part in this survey:

- Fill in the questionnaire and post it in the envelope provided or hand it to one of our volunteers when they visit in January
- Download the questionnaire and print it from www.enventure.co.uk/cottenhamqre
- Go to www.enventure.co.uk/cottenham to take part online.

The deadline for replies is 18th January 2016

Questions or help?

If you have any queries about the questionnaire, please call our helpline on **0844 522 0100** or email info@enventure.co.uk.

To complete online go to www.enventure.co.uk/cottenham

Please use the password:

Can we all work together to provide better facilities in Cottenham while making it easier to move around the village and not damaging the character of the village core?

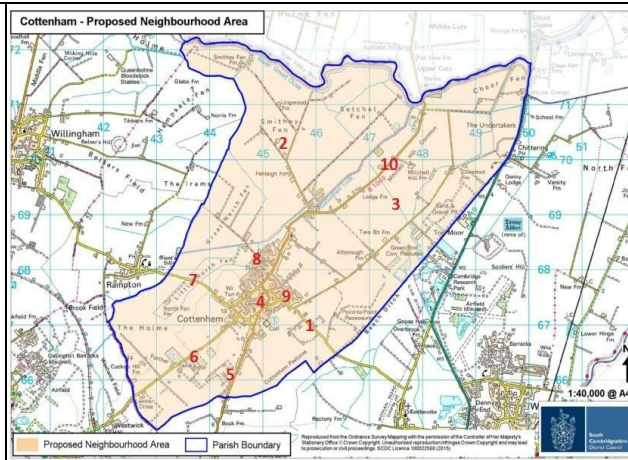
What is it?

A Neighbourhood Plan is a community-led initiative to prepare a plan that becomes part of the statutory development plan for the area. The Plan influences how and where development can take place.

It really is a chance for all of us to influence what happens here in the coming years.

And yes, our plan will cover the whole of Cottenham Civil Parish.

Please see back page for larger map.



How does it work?

We have already begun to assess some of your main concerns; that has shaped this survey.

This survey will tell us, in much more detail, where we need to work hardest to shape our village's future.

Early in 2016 we will run a series of meetings to discuss what this survey has told us about what you like and don't like now and what you would like and would not like to see here in ten or fifteen years.

Once we have identified specific areas to work on, we will work out policies to help shape the future of the village in terms of what types of development are desirable or undesirable, where they should be, and what they should look like.

Our proposals have to be examined by a planning inspector to test that they are consistent with national and district planning policies.

Finally, towards the middle of 2016, the plan will be put to a referendum in which you have the final say.

Your part?

There are lots of ways for you to help us:

- First, complete this survey so we know what you think
- If you belong to a group, remind other members to complete this survey
- Ask other people in your household to complete the survey
- Provide your contact details at the end of the survey to be involved in a discussion group
- Provide your contact details at the end of the survey to be part of the wider team developing the Plan
- Or you could help us personally by asking us how else you might help.
- Finally, make sure you, your family and friends vote in next year's referendum on our Plan

To become more involved, contact our Clerk, Chair or any Parish Councillor.

Jo Brook
Parish Clerk

clerk@cottenhampc.org.uk

Frank Morris
Parish Council Chair

Cllr.Morris@cottenhampc.org.uk

Cottenham today

Q1 Overall, how satisfied or dissatisfied are you with Cottenham as a place to live at the moment? *Tick one only*

- | | |
|---|--|
| <input type="checkbox"/> Very satisfied | <input type="checkbox"/> Fairly dissatisfied |
| <input type="checkbox"/> Fairly satisfied | <input type="checkbox"/> Very dissatisfied |
| <input type="checkbox"/> Neither satisfied nor dissatisfied | <input type="checkbox"/> Don't know |

Q2 What do you currently like most about living in Cottenham? *Please write in the box below*

Q3 What do you currently most dislike about living in Cottenham? *Please write in the box below*

Cottenham in the future

Q4 How would you like Cottenham to be described in 15 years? *Tick all that apply*

- | | |
|--|--|
| <input type="checkbox"/> Accessible | <input type="checkbox"/> Safe |
| <input type="checkbox"/> Affordable | <input type="checkbox"/> Tranquil |
| <input type="checkbox"/> Vibrant | <input type="checkbox"/> Attractive |
| <input type="checkbox"/> Proud of its heritage | <input type="checkbox"/> Friendly |
| <input type="checkbox"/> Town | <input type="checkbox"/> Suburban |
| <input type="checkbox"/> Prosperous | <input type="checkbox"/> Other <i>Please specify below</i> |
| <input type="checkbox"/> Rural | <div style="border: 1px solid black; width: 400px; height: 20px;"></div> |

Q5 What, if anything, worries you about future development and changes in Cottenham? By this we mean new housing developments, new business parks, new buildings etc. *Tick all that apply*

- | | |
|--|---|
| <input type="checkbox"/> Pressure on medical facilities | <input type="checkbox"/> Lack of variety of new housing |
| <input type="checkbox"/> Pressure on facilities for young people | <input type="checkbox"/> Higher noise levels |
| <input type="checkbox"/> Fewer jobs and businesses | <input type="checkbox"/> Feeling of being less safe / higher crime levels |
| <input type="checkbox"/> Fewer rental properties | <input type="checkbox"/> Pressure on facilities for older people |
| <input type="checkbox"/> Pressure on public transport | <input type="checkbox"/> Pressure on leisure facilities |
| <input type="checkbox"/> Reduction in house prices | <input type="checkbox"/> Pressure on parking |
| <input type="checkbox"/> Becoming a dormitory town | <input type="checkbox"/> Pressure on shops and services |
| <input type="checkbox"/> Worse air quality / pollution | <input type="checkbox"/> Loss of village identity and community |
| <input type="checkbox"/> Pressure on facilities for less mobile people | <input type="checkbox"/> More traffic |
| <input type="checkbox"/> Pressure on school places | <input type="checkbox"/> I do not have any worries |
| <input type="checkbox"/> Pressure on pre-school places | <input type="checkbox"/> Other <i>Please specify below</i> |

Q6 What, if any, do you think are the biggest benefits which development and/or changes could bring to Cottenham? Tick all that apply

- | | |
|---|--|
| <input type="checkbox"/> Improved air quality | <input type="checkbox"/> Safe-guarding the future of the post office |
| <input type="checkbox"/> Better facilities for young people | <input type="checkbox"/> Improved care facilities for less mobile people |
| <input type="checkbox"/> Variety of new housing | <input type="checkbox"/> More cycle routes |
| <input type="checkbox"/> More school places | <input type="checkbox"/> More leisure facilities |
| <input type="checkbox"/> Improved public transport | <input type="checkbox"/> Improved medical facilities |
| <input type="checkbox"/> Community with a balance of ages and incomes | <input type="checkbox"/> More rental properties |
| <input type="checkbox"/> More jobs and businesses | <input type="checkbox"/> More shops and services |
| <input type="checkbox"/> Lower noise levels | <input type="checkbox"/> Improved sense of community |
| <input type="checkbox"/> Better facilities for older people | <input type="checkbox"/> Better pavements and paths |
| <input type="checkbox"/> Improved parking | <input type="checkbox"/> There are no benefits |
| <input type="checkbox"/> More pre-school places | <input type="checkbox"/> Other <i>Please specify below</i> |

Facilities in Cottenham

Q7 Thinking about Cottenham in 10-15 years' time, how important are the following to you?

Tick one option for each

| | Very important | Quite important | Not very important | Not at all important | Don't know |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Improving number/availability of affordable homes (either to purchase or rent) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving number/availability of pre-school places | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Keeping the primary school at its current size, serving its current catchment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving medical services for all ages | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving welfare and day care facilities for older and less able residents | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving local employment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving leisure and recreation facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improving movement into, out from and around the village | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Preserving the character of our village and conservation area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ensuring noise and pollution levels do not increase | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other important things *Please specify below*

Q8 From the list below, please indicate which things in Cottenham i) require improvement or ii) do not require improvement. Tick one option for each

| | i) Require improvement | ii) Do not require improvement | Don't know |
|-------------------------------------|--------------------------|--------------------------------|--------------------------|
| Day centre for older residents | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Electricity supply | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrian crossings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Security cameras | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Medical facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bridleways | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Early years / pre-school facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sewerage / drainage | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Gas supply | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Car-parking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Multi-use games area | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Village hall | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Primary school | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public toilets | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rugby pitch and changing rooms | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Floodlit sports facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Water supply | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pavements and footpaths | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Street lights | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Children's playgrounds | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All weather sports pitch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Secondary school | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Public showers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle paths | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other suggestions for improvement *Please specify below*

Q9 Do you agree or disagree that the Neighbourhood Plan should identify land and/or money for the following?

Tick one option for each

| | Strongly agree | Agree | Disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Business centre with low cost space for local business start-ups | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| A swimming pool | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| A new medical centre | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Additional pre-school facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Wider range of shops | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Day centre for older residents | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other suggestions *Please specify below*

Q10 There are several ways of paying for improvements in village facilities. Do you agree or disagree with using the following for funding improvements to the village facilities?

Tick one option for each

| | Strongly agree | Agree | Disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Funding from housing developments | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Higher local taxes (the parish council tax) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sponsorship | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Donations and grants | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Do nothing – do not improve facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other suggestions for funding *Please specify below*

Future changes and development in Cottenham – the trade-off

Q11 Which of these types of accommodation, if any, do you think we need more of in Cottenham? *Tick one option for each*

| | Need a lot more | Need a few more | Do not need any more | Don't know/ No opinion |
|--|--------------------------|--------------------------|--------------------------|---------------------------|
| Flats | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bungalows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Affordable or starter homes (1–2 bedrooms) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| “Growing family” home (2-3 bedrooms) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Family housing (3–4 bedrooms) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Luxury homes (5 or more bedrooms) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Sheltered housing | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Care home places | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Low cost rental housing | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pitches for travellers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other types of accommodation needed
Please specify below

Q12 Now we would like you to think about housing development in Cottenham. Do you agree or disagree that we should allow...?

Tick one option for each

| | Strongly agree | Agree | Disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Large developments (which bring in more money for facilities in Cottenham) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Small developments (which bring in less money for facilities in Cottenham) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Single plots (which bring in no additional money for facilities in Cottenham) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q13 Cottenham needs around 100 additional affordable homes. Usually larger housing developments include more affordable homes. Do you agree or disagree with the following?

Tick one option for each

| | Strongly agree | Agree | Disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Allow 200 – 250 houses to be built in large mixed estates which include 100 affordable homes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Small estates of affordable homes to be built on the outskirts of the village | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other suggestions *Please specify below*

Reducing traffic and pollution

Q14 How often do you or anyone in your household use the bus services to/from Cambridge? Tick one only

- | | |
|--|---|
| <input type="checkbox"/> Four or more times a week | <input type="checkbox"/> Roughly once a month |
| <input type="checkbox"/> At least once a week | <input type="checkbox"/> Less often than once a month |
| <input type="checkbox"/> 2–3 times a month | <input type="checkbox"/> Never or hardly ever |

Q15 Which, if any, of these improvements would encourage you to use the bus service more frequently?

Tick all that apply

- | | |
|--|---|
| <input type="checkbox"/> Shorter journey time to Cambridge (30 mins rather than 45 mins) | <input type="checkbox"/> Service to north end of village i.e. parish church |
| <input type="checkbox"/> Cheaper fares | <input type="checkbox"/> Bus service to Waterbeach |
| <input type="checkbox"/> Service to guided bus at Oakington | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> More frequent buses (more than every 20 mins) | <input type="checkbox"/> Other <i>Please specify below</i> |
| <input type="checkbox"/> More reliable service | |
| <input type="checkbox"/> More frequent service to Ely | |

Q16 Which of these measures, if any, would you be in favour of being introduced in the next 15 years or so?

| | Introduced in next 15 years <i>Tick all that apply</i> | Most important introduction <i>Tick one only</i> |
|--|--|--|
| Changes to traffic routes to avoid sensitive areas (e.g. primary school, narrow pavement sections) | <input type="checkbox"/> | <input type="checkbox"/> |
| Prevent buses standing with engines running at Victory Way (near primary school) | <input type="checkbox"/> | <input type="checkbox"/> |
| Fewer speed bumps/cushions | <input type="checkbox"/> | <input type="checkbox"/> |
| 20 mph zones | <input type="checkbox"/> | <input type="checkbox"/> |
| Minimise pollution from diesel engines | <input type="checkbox"/> | <input type="checkbox"/> |
| Prohibit HGV traffic (except for access) along High Street | <input type="checkbox"/> | <input type="checkbox"/> |
| More speed bumps/cushions | <input type="checkbox"/> | <input type="checkbox"/> |
| None of the above | <input type="checkbox"/> | <input type="checkbox"/> |

Other *Please specify below*

Quality of life

Q17 What single change to Cottenham would most improve your quality of life as a resident of the village?

Please write in the box below

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About you

The next few questions will help us to make sure that we hear everyone's views, whatever your background or circumstances. The information will not be held alongside your name if you have given this. Your identity and the personal information you have shared with us will remain confidential.

Q18 Are you a resident of Cottenham or are you the owner of a business in Cottenham? Tick one only

- Cottenham resident **Go to Q19**
- Cottenham business owner **Go to Q26**
- Both **Go to Q19**

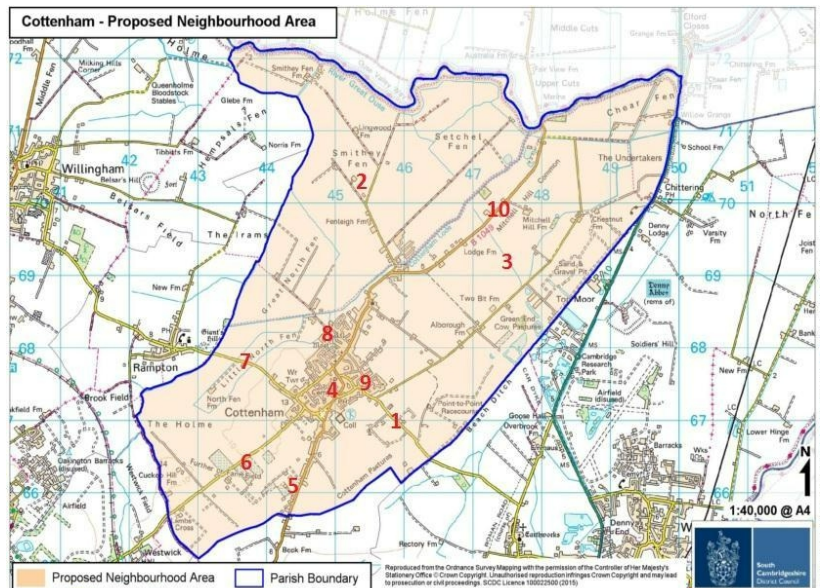
Q19 Please tell us your postcode

| | | | | | | | |
|---|---|---|---|--|--|--|--|
| C | B | 2 | 4 | | | | |
|---|---|---|---|--|--|--|--|

Q20 Please tell us your road name

Q21 Please look at the map and tick the box for the area that best describes where you live. Tick one only

- 1 Beach Road area
- 2 Fen (NW of Cottenham Lode)
- 3 Fen (East of Cottenham Lode)
- 4 High Street / Conservation Area
- 5 Histon Road area
- 6 Oakington Road area
- 7 Rampton Road area
- 8 Tenison Manor
- 9 The Lanes
- 10 Twenty Pence Road
- Outside of the boundary



Q22 Are you...? Tick one only

- Male
- Female
- Prefer not to say

Please see back page for larger map.

Q23 Which of the following age categories do you fall into? Tick one only

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

Q24 How many people live in your household?

Please write a number in the box

Q25 Do you have any children or young adults in your household? Tick all that apply

No

Yes, aged under 5

Yes, aged 5-10

Yes, aged 11-17

Yes, aged 18+

Please answer the next three questions if you are the owner of a business in Cottenham. If you do not own a business, please go to Q29.

Q26 Approximately how many people do you employ in Cottenham?

Please write a number in the box

Q27 What would help you expand your business in Cottenham?

Please write in the box below

Q28 How many extra staff might you then employ?

Please write a number in the box

Taking part in developing the Neighbourhood Plan

If you are interested in being part of the wider team developing the Neighbourhood Plan or taking part in a future discussion group, please indicate your interest below and supply your contact details.

Q29 Are you interested in being part of the wider development team? Tick one only

Yes

No

Q30 Are you interested in attending a discussion group? Tick one only

Yes

No

If you have indicated you are interested in being part of the team developing the plan or you would like to take part in a future discussion group, please provide us with your details below.

Name

Contact telephone number

Email address

Your details will be kept strictly confidential, will be kept separate from your questionnaire answers, and not passed on to any third parties. Your details will only be used for the purposes of contacting you about how you can get involved in the development of the Neighbourhood Plan.

Q31 Finally, please let us know which charity you would like us to donate 50p to. Tick one only

Cottenham British School Trust

Cottenham Mobile Warden Scheme

Cottenham Charities

Cottenham Primary School PTCA

Cottenham Community Centre

Cottenham Toy Library

Cottenham Day Centre

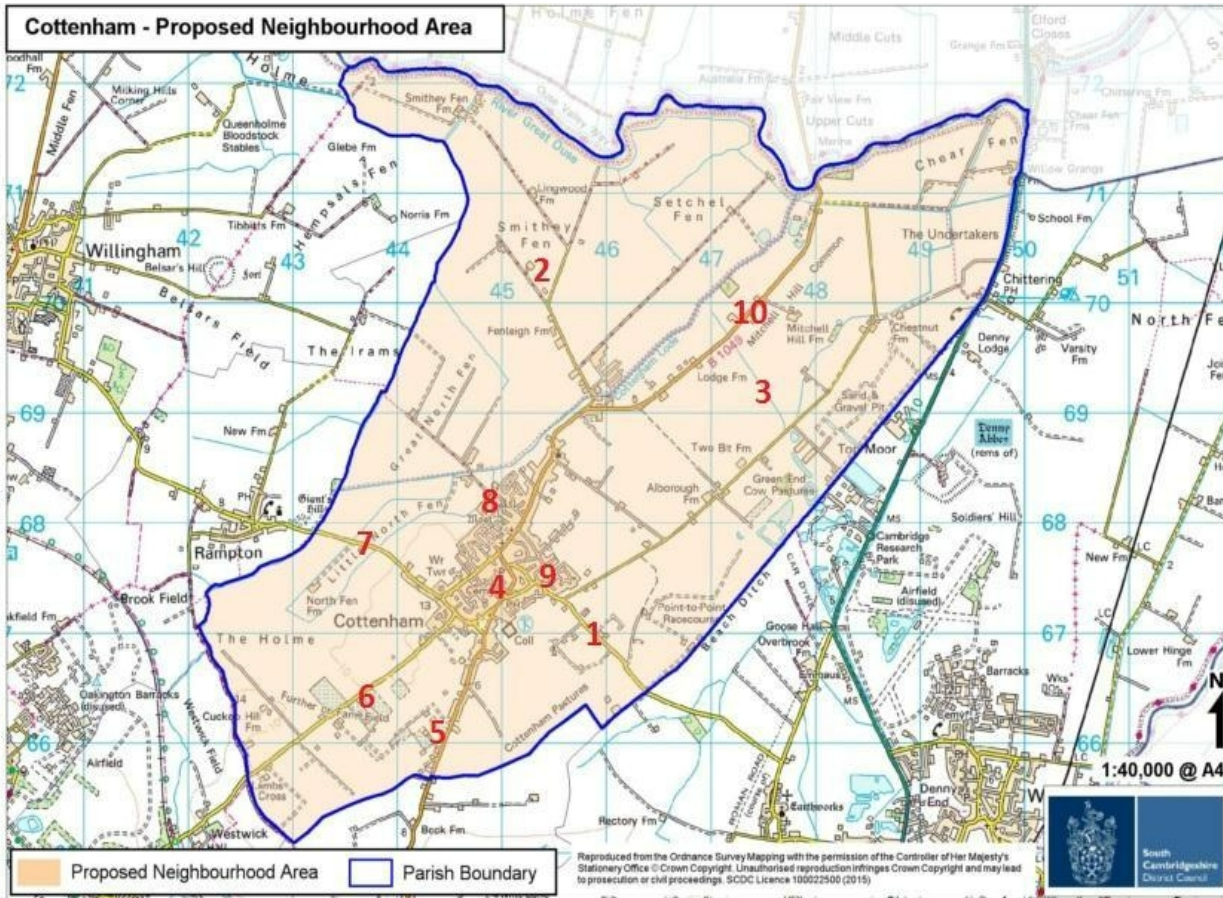
Fen Edge Community Association

Cottenham Dissenters Cemetery CIO

The Ladybird Pre-School

Now please post this questionnaire back to us in the envelope provided or give it to one of the volunteers who will be knocking on doors in early January. If you have not been visited by the 14th January please post it back anyway.

Can we all work together to provide better facilities in Cottenham while making it easier to move around the village and not damaging the character of the village core?



- | | |
|------------------------------------|------------------------|
| 1. Beach Road area | 6. Oakington Road area |
| 2. Fen (NW of Cottenham Lode) | 7. Rampton Road area |
| 3. Fen (East of Cottenham Lode) | 8. Tenison Manor |
| 4. High Street / Conservation Area | 9. The Lanes |
| 5. Histon Road area | 10. Twenty Pence Road |

Thank you for having your say on the future of Cottenham.



The Parish Office,
Right Side Entrance, Community Centre,
250a High Street,
Cottenham,
Cambridge CB24 8XZ
Tel: 07503 328401
clerk@cottenhampc.org.uk

10th March 2017

FAO Karen Pell-Coggins
Planning & New Communities
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA

Dear Karen

Planning Application S/2876/16/OL - Development off Rampton Road, Cottenham

Cottenham Parish Council has considered the recently submitted revised **Transport Assessment, Travel Plan** and **Heritage Impact Statement** and offers these comments in support of its continued strong objection to the development.

Transport Assessment

All the comments we made in our submission of 18th November 2016, especially **Appendix 1** that deals with traffic assessment, still apply.

In particular we note that this **Transport Assessment** still attempts to under-estimate predicted traffic flows by citing TRICS data from a suburb of Liverpool that is well served by public transport, and not in any way comparable to Cottenham.

No real choice of travel mode

Contrary to **NPPF4**, the proposal does not give people a “real choice on how to travel” with the only viable options for most people being a choice between accepting isolation, likely to increase demand for home deliveries, and using a car or possibly, for shorter journeys, cycling – contrary to **SCDC core strategy** and **SCDC Policy TI/2** promoting sustainable travel. Contrary to multiple assertions that the Applicant is “negotiating with the Parish Council (owners of the land required)” in the pedestrian/cycle link, no such negotiations have taken place. This option must be discounted from any distance calculations as such a link is not deliverable.

- Being located more than 400 metres from any well-served public transport stop, the development cannot claim to give “access to high quality public transport facilities” as required by **NPPF35**. Discussions with Stagecoach to extend scheduled bus services beyond the existing Citi8 route have exposed a series of commercial and logistical challenges that cannot be readily resolved.
- Being more than 1,200 metres from almost all Cottenham facilities, the village centre is beyond easy walking distance for able-bodied people as defined by the **Chartered Institute of Highways & Infrastructure** so does not give priority to pedestrian movements as required by **NPPF35**. The

inference in **section 5** that the site is “close to Cottenham” is false, especially the ludicrous suggestion that a 2,000 metre walk to the Primary School is either safe or feasible for children.

The scope to improve cycle access between the site and village centre is acknowledged **(4.2.5)** to be limited, doing little to minimize car usage or isolation. We believe that the suggested pavement / cycleway improvements are not deliverable due to limitations of highway width and should be discounted.

The distance of the site from Cottenham’s facilities, including public transport connections, severely limit options for modal shift to more sustainable forms of travel and undermine any attempted **Travel Plan**. The Travel Plan has to rely mostly on information and encouragement about walking, cycling and car-sharing so can only have limited effect on car usage in a village – like many others in South Cambridgeshire - with an established pattern of necessarily higher than average car ownership and usage. Only a radical improvement in transit times to Cambridge could affect this, as was shown by ineffectiveness of the recent experimental 10-minute service frequency and results from Cottenham’s Neighbourhood Plan survey.

Under-estimated trip generation

This analysis ignores the Gladman acknowledgement of the validity of trip generation rates based on CPC’s real measurements in Brenda Gautrey Way and Tenison Manor and quoted in **Appendix H: Technical File Note 2**.

| A Actual Car trips per house | Arrivals | Departures |
|-------------------------------------|----------|------------|
| AM peak hour | 0.185 | 0.491 |
| PM peak hour | 0.342 | 0.183 |

Table 5.1 summarises the acceptable walking distances suggested by the **Chartered Institute of Highways & Infrastructure** with distance to “town centre” having a preferred maximum of 800 metres. However **Table 5.2** shows every local amenity in Cottenham is beyond a **1,200 metre** walk from this site. Such a distance disincentivises walking as an alternative, reinforcing our view that this site, if developed, will not integrate within the local community but become a separate village similar in size to Rampton.

Our Brenda Gautrey Way and Tenison Manor comparator sites are both within a very easy walking distance of 400 metres of the centre, suggesting a considerable uplift (possibly +100%, although some might be able to cycle) factor should be applied even to our estimates quoted in appendix 1 and accepted by Gladman’s consultants and County Highways.

| B Car trips per house | Arrivals (with 100% uplift) | Departures (with 100% uplift) |
|------------------------------|-----------------------------|-------------------------------|
| AM peak hour | 0.37 | 1.00 |
| PM peak hour | 0.68 | 0.36 |

| C Car trips (154 houses) | Arrivals (without – with uplift) | Departures (without – with uplift) |
|---------------------------------|----------------------------------|------------------------------------|
| AM peak hour | 28-56 | 77-154 |
| PM peak hour | 53-105 | 27-55 |

It is ludicrous to suggest that National Planning Policy regards short car journeys as sustainable now we understand the health issues raised by NOX pollution from short car journeys by diesel-engined vehicles. Nevertheless the proposal accepts **(3.3)** the need to re-engineer the Oakington Road / Rampton Road roundabout using the Gladman-proposed solution.

Mitigation of increased traffic flows

There is no evidence to suggest **(6.2.7 and 7.4.6)** that improvements to the A14 will reduce established through traffic in Cottenham. The suggestion that the various proposed adjacent sites can be inter-linked to improve permeability and reduce traffic on the Oakington Road / Rampton Road roundabout is, by bringing traffic into closer proximity to pedestrians and cyclists, both dangerous and in conflict with **NPPF35**.

The Gladman-proposed solution has serious consequences for residents of Rampton Road, some of Oakington Road – especially #2 and #4 whose driveways would enter the new roundabout directly – and the Grade II Listed Buildings - the John Moreton 1853 Almshouses.

The modelling undertaken does not appear to take full account of CPC-based predictions of traffic generation for the aggregate effect of all four proposals **S/1818/15/OL, S/1952/15/OL, S/1606/16/OL and S/2876/16/OL** nor does it appear to extend beyond 2020 – when building will scarcely have started, so the residual cumulative impacts of development must be assumed as **severe** and, under **NPPF32**, the application should be refused.

Heritage Statement

In order to mitigate the congestion effects of the greatly increased traffic arising from the construction of up to 154 houses significant changes have been proposed to Rampton Road and, in particular the roundabout linking Oakington Road with Rampton Road. The significance of those changes to the setting of Grade II Listed Buildings, namely 25 - 39 (odds) Rampton Road, known collectively as the Moreton Almshouses, has now to be considered properly and thoroughly by both the developer and Local Planning Authority, as required by **NPPF 128 and 129**.

The Heritage Impact Assessment does not describe adequately, **as required by NPPF128**, but rather downplays the significance of the heritage asset, including any contribution made by its setting, effect on views to and from the buildings and the potential economic and social impact of the enlarged roundabout on the economic and social viability of the almshouses. The setting itself with a distinctively designed Victorian terrace set set back on its own village green from a road junction has not been mentioned. It appears from the barely 100 words **(5.2 to 5.4)** that inadequate evaluation methodology and expertise have been applied to the assessment since only minimal illustrative or technical material has been provided, and then dispersed within information about other less-affected assets.

This roundabout is within the setting of the **Grade II listed 1853 Moreton almshouses** and, with the loss of its village green, would bring much more traffic closer. Increased vibration will compromise these foundation-less buildings. Cyclists and residents, especially the elderly residents of the almshouses (#25-#39 Rampton Road) but also the properties that front directly onto the existing roundabout (#40, #42, and #43 Rampton Road, #2 and #4 (Oakington Road) will be exposed more intimately to more noise, pollution, and safety threats. especially by larger articulated vehicles manoeuvring around, and often across the roundabout. The number of elderly neighbours to the roundabout must require a higher than usual standard of road safety, otherwise these seven, otherwise truly affordable, homes will become impossible to let to those who most need them, nullifying any supposed benefit from the handful of affordable homes possibly deliverable within 5 years as part of the proposal. The long-term social and economic viability of the almshouses themselves is threatened. These buildings are not a just historic work of art to be conserved and admired at a distance, they are homes to some of our most vulnerable residents whose quality of life is threatened.

Under sections 16 and 66 of the **Town & Country Planning Act 1990** (cited in **SCDC's SPD "Listed Buildings: Works to or affecting the setting of"** paragraph 2.21) concern is expressed about the effect on the economic viability of the affected asset, yet this has not been considered.

SCDC policy CH/4 requires that permission will not be granted for an application that “adversely affects the wider setting of a listed building”; this policy requires the provision of “clear technical and illustrative material to allow that impact to be properly assessed”. The “**Heritage Impact Assessment**” does not even include a photograph of the buildings, has misleading information about the setting, does not mark the location of the Almshouses and some houses adjacent to the roundabout have been erased. There is no evidence that the **English Heritage** methodology for assessing “setting and social and economic impact” has been used. The cursory treatment (**5.2 to 5.4**) makes no mention of the purpose of the almshouses as truly affordable homes for those most in need within the community or how reduced amenity and safety for the elderly residents threatens the economic and social viability of the seven almshouses, which are already suffering damage from the effects of traffic and poor road drainage. Any assessment of “neutral impact” must be regarded as superficial, ill-informed and unreliable.

The most recent **Building Survey Report** prepared by Hugo Prime (a **Chartered Building Surveyor** with a University of Cambridge Certificate in Historic Building Conservation) attributed damage to the window surround bricks of #25 and #27 to frost action and erosion following acidic water being splashed up by passing vehicles from standing puddles. The rainwater gullies in this area and along to the Village Green need significant augmentation if this problem is not to get much worse as traffic increases substantially as a result of this development. The County Council policy on surface water flooding allows local flooding to remain for several hours before any intervention is deemed appropriate, hours in which nearly 200 vehicles already pass per hour in the evening, each potentially splashing several litres of acidic water towards these fragile buildings. The reduced permeable surface area will increase surface water run-off rates into the Rampton Road gullies exacerbating the flooding issue. The suggested developments are likely to double the rate of erosion by the combination of 50% increased flows and bringing vehicles near to the buildings. This surface water issue on Rampton Road has been recognised but not remedied by the County Council for many years and is even cited as a problem in the **Cottenham Village Design Statement**.

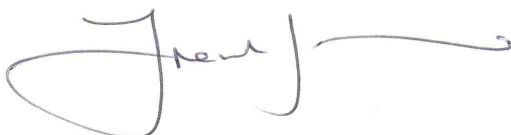
There is no evidence that the Local Planning authority – SCDC – has adequately complied with its duty under **section 67** of the **Planning (Listed Buildings & Conservation Areas) Act 1990** or the **Town & Country Planning (Development Management Procedure)(England) Order 2015 (As Amended)** to publicise this planning application **S/2876/16/OL** in the principal and long-established local newspaper - the **Cambridge News** - or on **Public-Notices.co.uk** as one that affects the “setting of a listed building”.

Together these omissions and oversights make it impossible for SCDC to comply with **NPPF129** in coming to anything less than an “adverse” conclusion as to the effects of the proposed roundabout on the wider setting and viability of the Listed Buildings.

Conclusion

All other points we have previously raised continue to apply. Permission should be refused.

Yours sincerely



Frank Morris
Chair

Appendix: Some illustrative information



Fig. 1 John Moreton 1853 Almshouses – operated by Cottenham Charities

“Almshouses, dated 1853 on stone panel to front wall. Gault brick with red brick door and window arches and terracotta band. Embattled hipped roof of fishscale pattern slate to centre, with lower flanking wings with end parapets on kneelers. Moulded brick eaves cornice and five end and ridge stacks with projecting capping, string courses and splayed offsets to bases. Plan of higher centre block with flanking wings. Two storeys with frieze of terracotta between. Centre block has canted front and alternating red and yellow bricks to pointed two centred arches to two-light casement with Y glazing bars. Similar arch to boarded door with cover strips. Wings have drip moulds with return stops to three casements in square heads, the centre window is blind. At ground floor two similar window flanks two adjacent doorways. The wing to the left hand has six window openings, with two blind windows.” Listing NGR: TL4457367150

NB Note the uncluttered view, including the relative absence of street furniture.

#2 and #4 Oakington Road hidden under table

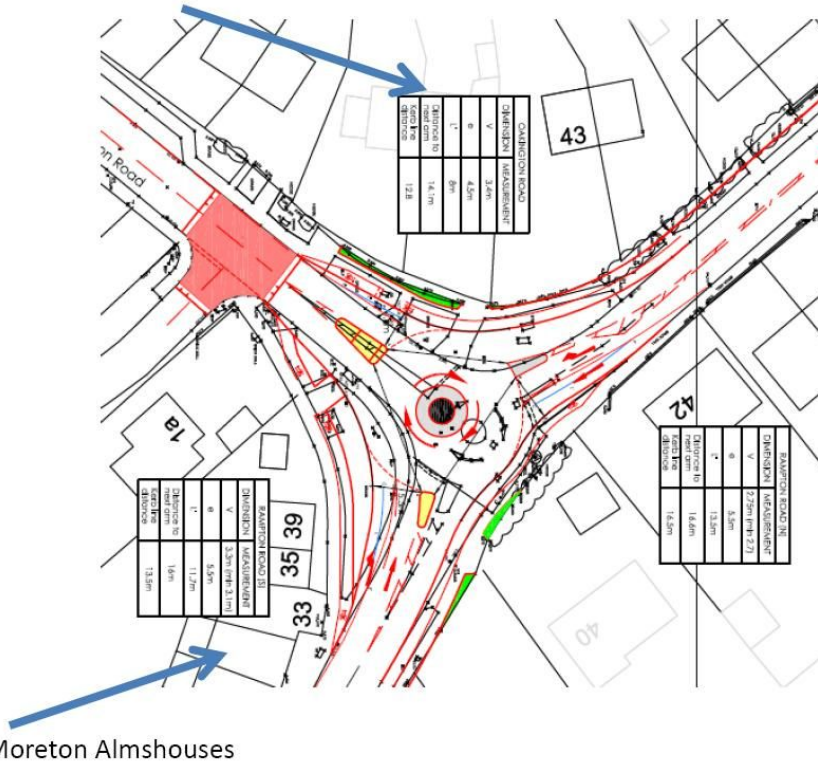


Fig 2: Proposed "improvement" to Oakington Road / Rampton Road roundabout

The proposed changes inherently affect the views to and from the Listed Buildings (4.38 of the SDC SPD "Listed Buildings: Works to or affecting the setting of"



Fig 3: The missing #2 and #4 Oakington Road re-instated



Fig 4: Illustrative view of the effect on the setting of the almshouses (on left of diagram)

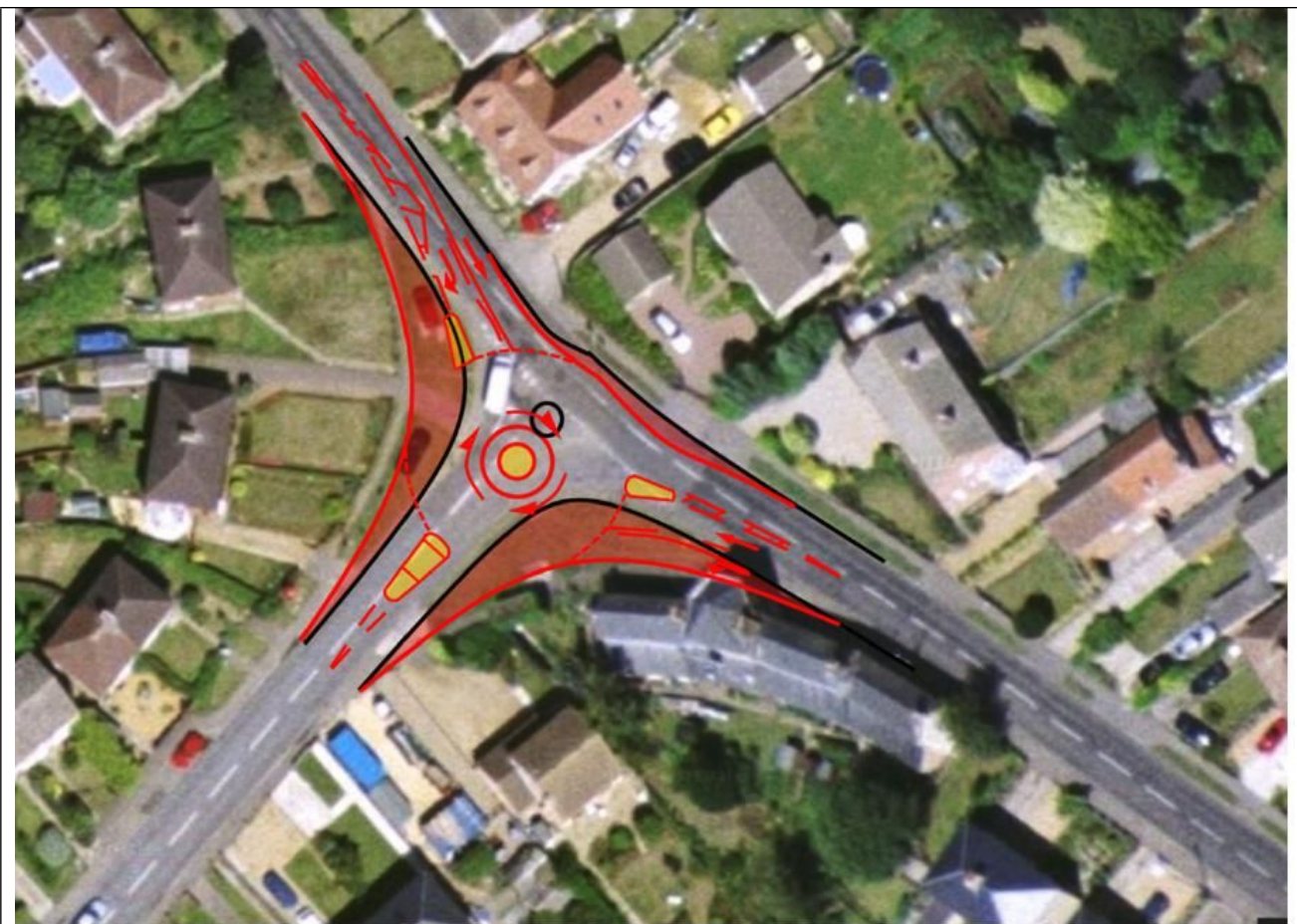


Fig 5: Artist's impression of the proposed roundabout, almshouses and their setting

Heads of terms for the completion of a Section 106 agreement

| Cottenham – Rampton Road (S/1411/16/OL) | |
|--|--|
| South Cambridgeshire District Council (Affordable Housing) | |
| Affordable housing percentage | 40% |
| Affordable housing tenure | 70% affordable rent and 30% Intermediate |
| Local connection criteria | The first 8 properties should be allocated to those with a local connection to Cottenham and the remaining should be allocated on a 50/50 split basis between applicants with a District wide connection |

Section 106 payments summary:

| Item | Beneficiary | Estimated sum |
|---------------------------------|--------------------|-----------------------------------|
| Early years | CCC | £286,200 |
| Primary School | CCC | £715,500 |
| Libraries and lifelong learning | CCC | £30,010 |
| Transport | CCC | £88,281.70 |
| | | |
| Sports | SCDC | £115,000 |
| Children's play space | SCDC | £75,000 (plus £12,000 if payable) |
| Indoor community space | SCDC | £197,000 |
| Household waste bins | SCDC | £14,700 |
| Monitoring | SCDC | £3,000 |
| | | |
| Healthcare | SCDC | £80,220 |
| Burial space | SCDC | £56,700 |
| Community transport scheme | SCDC | £133,334 |
| | | |
| TOTAL | | £1,794,946 |
| TOTAL PER DWELLING | | £8,974.73 |

Section 106 infrastructure summary:

| Item | Beneficiary | Summary |
|------------------------------|--------------------|---|
| Local equipped area for play | SCDC | 9 pieces of play equipment (which will comprise at least 6 pieces of play equipment for 4-8 year olds and at least 3 pieces of equipment for toddlers). |
| Trim trails | SCDC | 7 x adult trim trail equipment areas and 5 x children's trim trail equipment areas |
| Onsite street snooker table | SCDC | Onsite provision to be provided if not satisfied through offsite payment of £12,000 as above |
| Community Orchard | SCDC | Specification to be submitted for the provision and future maintenance of |

| | | |
|--------------------------------|------|---|
| | | community orchard |
| Woodland parking provision | SCDC | Specification to be submitted for the provision and future maintenance of parking area serving the woodland area. |
| Archaeological Protection Area | SCDC | |

Planning condition infrastructure summary:

| Item | Beneficiary | Summary |
|-----------------|--------------------|--|
| Highways | CCC | Bus shelter to be installed at the Lambs Lane bus stop (maintenance of shelter to be secured by s106 agreement) |
| Highways | CCC | A Toucan crossing facility to be provided along Rampton Road at a location to be agreed with CCC (maintenance of crossing to be secured by s106 agreement) |
| Highways | CCC | Improvements to pedestrian and cycle facilities on Rampton Road between the development site and south of Oakington Road are to be agreed with the County Council and implemented by the developer |
| Highways | CCC | Widening of the footway on east side of B1049 within 30mph zone between the junctions of B1049 with Dunstal Field and Appletree Close to enable shared use walking and cycling. The works include resurfacing and widening the path to 2.5m where possible within the existing public highway. |
| Highways | CCC | Roundabout improvements at the Rampton Road/ Oakington Road Junction need to be implemented prior to occupation of the development. |
| Transport | CCC | Installation of 12 'Sheffield Cycle Stands' at locations to be agreed with the Parish Council and CCC along Cottenham High Street and elsewhere in the village |
| Transport | CCC | A Travel Plan will need to be provided for each use on site (residential dwellings and carehome) prior to occupation for agreement with the County Council. |
| Pumping station | SCDC | |

CAMBRIDGESHIRE COUNTY COUNCIL

| | |
|----------------------------------|----------------------|
| Ref | CCC1 |
| Type | Early years |
| Policy | DP/4 |
| Required | YES |
| Detail | See 'Primary School' |
| Quantum | £286,200 |
| Fixed / Tariff | |
| Trigger | |
| Officer agreed | YES |
| Applicant agreed | |
| Number Pooled obligations | |

| | |
|-----------------|---|
| Ref | CCC2 |
| Type | Primary School |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>As a detailed development mix has not been provided the number of pupils arising from the proposed development has been calculated by using the Council's general multipliers. This calculates that the following number of children will be generated:</p> <p>Early Years = 60 children (of which 32 are entitled to free provision) Primary = 70 children</p> <p>There are three childcare providers in Cottenham. Ladybird Pre-School located at Cottenham Primary School and 2 childminders.</p> <p>According to the future projections, there is insufficient early year's capacity in the Cottenham area to accommodate the places being generated by this development. A contribution will therefore be required in order to mitigate the impact of the early years aged children arising from this development</p> <p>This development lies within the catchment area of Cottenham Primary School.</p> <p>Over a number of years the Council has provided additional teaching capacity in response to growing demand in the village. These expansions left the school with significant pressures on its auxiliary spaces, notably the size of the hall and limited informal teaching spaces. As a response, the Council has recently completed a significant refurbishment of the school to provide appropriate accommodation for a three form of entry primary school. As part of this work, detailed assessments of the sites capacity were undertaken.</p> <p>At that time it was considered that the current site offered no opportunity for expansion beyond the school's current 3FE.</p> <p>The Council's forecasts indicate that the school will be operating at capacity with intakes in line with the Published Admission Number of 90. However, it is accepted that an unexpectedly low cohort admitted into Reception in September 2016 means that, in the short-term, there are a number of surplus places in the school.</p> <p>The school's class structure limits these surplus places to a single cohort. The Council considers that it would not be appropriate to simply</p> |

| | <p>deduct these places from the additional demand from the developments. This is due to the fact that by the time the developments are completed and the full demand from the sites is being generated, this small cohort will be in Year 5 or 6. Instead, the Council considers it more appropriate to plan for the medium-term, assessing the impact that developments will have over an extended period.</p> <p>In summary, as the analysis illustrates, it is reasonable to assume, that there will in the medium-term be some limited capacity at the school. Given this, it is therefore, appropriate to adjust, proportionally the identified requirements to mitigate the impact of all upcoming developments in Cottenham.</p> <p>Following more detailed discussions with the existing education provider, the Council has confirmed that, if necessary, there is a willingness to consider further expansion of the primary school, beyond its current 3FE.</p> <p>The County Council's proposed solution to mitigating the early years and primary education aged pupils arising from this site is to build a new 1FE primary school facility with adjoining 1 class early years facility. This combined project will cost £6,200,000 and would create 52 early years places and 210 primary school places. The primary school expansion will be located on the land owned by the County Council adjacent to the school but not in the school site.</p> <table border="1" data-bbox="501 987 1353 1424"> <thead> <tr> <th></th> <th>Early Years</th> <th>Primary</th> </tr> </thead> <tbody> <tr> <td>Land off Rampton Road (S/1411/16)</td> <td>£286,200</td> <td>£715,500</td> </tr> <tr> <td>Land at Oakington Road (S/1606/16/OL)</td> <td>£194,400</td> <td>£486,000</td> </tr> <tr> <td>Land north east of Rampton Road (S/2876/16)</td> <td>£220,800</td> <td>£772,800</td> </tr> <tr> <td>36 Oakington Road (S/1952/15) * Already secured</td> <td>£59,400</td> <td>£148,500</td> </tr> <tr> <td>Total</td> <td>£760,800</td> <td>£2,122,800</td> </tr> </tbody> </table> <p>Across these 4 developments a contribution of £2,883,600 is being sought.</p> <p>Cottenham Parish Council are looking to deliver a new community centre and the plans currently include provision for an early years nursery following agreement, in principle, from CCC to direct relevant s106 early years contributions to the project. If in the future it is agreed by all parties that this proposition is a more viable option for providing early years accommodation then it may be that a deed of variation could be completed to redirect some of this money towards the Parish Council project. Until that time the solution will be early year's classrooms on the primary school site.</p> | | Early Years | Primary | Land off Rampton Road (S/1411/16) | £286,200 | £715,500 | Land at Oakington Road (S/1606/16/OL) | £194,400 | £486,000 | Land north east of Rampton Road (S/2876/16) | £220,800 | £772,800 | 36 Oakington Road (S/1952/15) * Already secured | £59,400 | £148,500 | Total | £760,800 | £2,122,800 |
|--|--|-------------------|-------------|---------|-----------------------------------|----------|----------|---------------------------------------|----------|----------|---|----------|----------|--|---------|----------|--------------|-----------------|-------------------|
| | Early Years | Primary | | | | | | | | | | | | | | | | | |
| Land off Rampton Road (S/1411/16) | £286,200 | £715,500 | | | | | | | | | | | | | | | | | |
| Land at Oakington Road (S/1606/16/OL) | £194,400 | £486,000 | | | | | | | | | | | | | | | | | |
| Land north east of Rampton Road (S/2876/16) | £220,800 | £772,800 | | | | | | | | | | | | | | | | | |
| 36 Oakington Road (S/1952/15) * Already secured | £59,400 | £148,500 | | | | | | | | | | | | | | | | | |
| Total | £760,800 | £2,122,800 | | | | | | | | | | | | | | | | | |
| Quantum | £715,500 for Primary Education | | | | | | | | | | | | | | | | | | |
| Fixed / Tariff | Fixed | | | | | | | | | | | | | | | | | | |
| Trigger | 50% of the contribution upon commencement of development 50% payable prior to occupation of 50% of dwellings | | | | | | | | | | | | | | | | | | |
| Index to be applied from | Quarter 1 2016 | | | | | | | | | | | | | | | | | | |

| | |
|----------------------------------|---------------------------------|
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | One to date (36 Oakington Road) |

| | |
|-----------------|---|
| Ref | CCC3 |
| Type | Secondary school |
| Policy | DP/4 |
| Required | NO |
| Detail | <p>Based on the County Council's general multipliers this development is expected to generate a net increase of 50 secondary school places (200 dwellings x 0.25 multiplier). The catchment school is Cottenham Village College.</p> <p>According to the latest forecasts there is sufficient capacity and therefore Cottenham Village College should be able to accommodate the additional children living in the new developments. Therefore no contributions are sought for secondary education provision.</p> |

| | |
|-----------------|--|
| Ref | CCC4 |
| Type | Libraries and lifelong learning |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>Cambridgeshire County Council has a mandatory statutory duty under the Public Libraries and Museums Act to provide a comprehensive and efficient library service to everyone living, working or studying in Cambridgeshire.</p> <p>The importance of libraries to the quality of life, well-being, social, economic and cultural development of communities is recognised both nationally and locally. Therefore, it is important to include access to a range of library facilities to meet the needs of the residents of this new development for information, learning and reading resources in connection with work, personal development, personal interests and leisure.</p> <p>Cottenham is served by a level one library with an operational space of 128 sqm. The County Councils proposed solution to mitigating the impact on the libraries and lifelong learning service arising from this site and others in the area would be to modify the internal area at Cottenham library, to create more library space and provide more shelving and resources. In order to do this, we would require a developer contribution of £60.02 per head of population increase. This figure is based on the MLA Standard Charge Approach for public libraries (Public Libraries, Archives and New Development: A standard Charge Approach (Museums, Libraries and Archives Council, May 2010).</p> <p>The number of new residents arising from the scheme has been calculated by using the Council's detailed household multipliers and equates to 500 new residents (200 dwellings x 2.5 average household size, see below).</p> <p>Therefore the total contributions from this development which are required for mitigating the pressures on libraries and lifelong learning provision are £30,010 (500 new residents x £60.02).</p> <p>This contribution would be used for:</p> |

| | |
|----------------------------------|--|
| | <ul style="list-style-type: none"> Removing the internal walls of the lobby and incorporating this space into the library operational space Decreasing the size of the workroom/staffroom and adding the space freed up to the library area. |
| Quantum | £30,010 |
| Fixed / Tariff | Fixed |
| Trigger | 50% of the contribution prior to occupation of 50% of dwellings |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | One to date (36 Oakington Road) |

| | |
|-----------------|---|
| Ref | CCC5 |
| Type | Strategic waste |
| Policy | RECAP WMDG |
| Required | NO |
| Detail | The Cambridge and Northstowe HRC area as defined by CCC has maximised its pooling limited under CIL Regulation 123 and as such the LPA cannot secure any contributions for such infrastructure. |

| | |
|----------------------------------|--|
| Ref | CCC6 |
| Type | Transport |
| Policy | TR/3 |
| Required | YES |
| Detail | <ul style="list-style-type: none"> A contribution of £27,000 for a RTPI board to be installed at the Lambs Lane bus stop – prior to commencement A commuted sum of £7,000 for the ongoing maintenance of the shelter to be paid to the County Council – on completion of the shelter, for the County to pass to the Parish Council A commuted sum of £38,661.70 towards the ongoing maintenance of the Toucan crossing facility at Rampton Road – on completion of the Toucan facility. A capital contribution of £9,620 towards the County Council's local highway improvement scheme at The Green junction in Histon. – Prior to commencement A contribution of £6,000 towards a local highway improvement scheme at Water Lane/ Oakington Road Junction. – Prior to commencement |
| Quantum | £88,281.70 |
| Fixed / Tariff | Fixed |
| Trigger | As set out in the 'Detail' section above |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | NONE |

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

| | |
|----------------------------------|---|
| Ref | SCDC1 |
| Type | Sport |
| Policy | SF/10 |
| Required | YES |
| Detail | <p>The recreation study of 2013 identified Cottenham as having a deficit of 5.26ha of outdoor sports space.</p> <p>Cottenham Parish Council has said that in order to meet the needs of future resident's sports contributions are required to part fund a number of projects including:</p> <ul style="list-style-type: none"> • New sports pavilion (est cost £350,000) • Additional cricket squares • Pitch drainage • Floodlights • Additional land <p>The off-site contribution towards the increase in demand for provision of outdoor sports provision would ordinarily be in the region of £215,000 in accordance with the policy.</p> <p>However, although there is a recognised demand for improved sports facilities, there is a greater need for new indoor community space facilities in Cottenham.</p> <p>On that basis (and as was secured at the Endurance Estates application for 50 dwellings at Oakington Road) the Council would propose reducing the sports contribution in lieu of an increased community space contribution. The net effect is that the owner's liability remains the same but such an approach would make the delivery of the new community centre more possible (and which is needed to mitigate the impact or growth in the village).</p> <p>Rather than secure £215,000 sports contribution the Council seeks a contribution of £115,000 with the difference (£100,000) being added to offsite indoor community space contribution.</p> |
| Quantum | £115,000 |
| Fixed / Tariff | Fixed |
| Trigger | To be paid prior to the occupation of 50 dwellings |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | One to date (Oakington Road) |

| | |
|-----------------|---|
| Ref | SCDC2 |
| Type | Children's play space |
| Policy | SF/10 |
| Required | YES |
| Detail | <p>The recreation study of 2013 identified Cottenham as having a deficit of 4.70ha of children's play space.</p> <p>The applicant is proposing the provision of a LEAP to meet the needs of 2-8 year olds. The LEAP will need to be provided in accordance with the open space SPD.</p> <p>In order to meet the needs of older children Cottenham Parish Council has requested an offsite contribution to help finance the provision of a</p> |

| | <p>MUGA, skate park extension and possible offsite street snooker table.</p> <p>A contribution of £70,000 towards these projects is required to meet the needs of older children.</p> <p>In accordance with development control policies the development will be required to provide the following quantum of children's play space.</p> <table border="1" data-bbox="711 436 1142 654"> <thead> <tr> <th></th> <th>Informal play space</th> </tr> </thead> <tbody> <tr> <td>1 bed</td> <td>Nil</td> </tr> <tr> <td>2 bed</td> <td>7m2</td> </tr> <tr> <td>3 bed</td> <td>9.7m2</td> </tr> <tr> <td>4+ bed</td> <td>13.3m2</td> </tr> </tbody> </table> | | Informal play space | 1 bed | Nil | 2 bed | 7m2 | 3 bed | 9.7m2 | 4+ bed | 13.3m2 |
|----------------------------------|---|--|---------------------|-------|-----|-------|-----|-------|-------|--------|--------|
| | Informal play space | | | | | | | | | | |
| 1 bed | Nil | | | | | | | | | | |
| 2 bed | 7m2 | | | | | | | | | | |
| 3 bed | 9.7m2 | | | | | | | | | | |
| 4+ bed | 13.3m2 | | | | | | | | | | |
| Quantum | <p>£75,000 towards offsite MUGA</p> <p>Either £12,000 towards offsite street snooker table or onsite provision within the development</p> | | | | | | | | | | |
| Fixed / Tariff | Fixed | | | | | | | | | | |
| Trigger | <p>£75,000 MUGA contribution payable prior to occupation of 75 dwellings</p> <p>£12,000 street snooker table to be installed or contribution paid prior to occupation of 50 dwellings</p> <p>LEAP to be provided and available for use prior to occupation of 50 dwellings</p> | | | | | | | | | | |
| Officer agreed | YES | | | | | | | | | | |
| Applicant agreed | YES | | | | | | | | | | |
| Number Pooled obligations | NONE | | | | | | | | | | |

| Ref | SCDC3 | | | | | | | | | | |
|----------------------------------|--|--|---------------------|-------|--------|-------|-----|-------|-------|--------|--------|
| Type | Informal open space | | | | | | | | | | |
| Policy | SF/10 | | | | | | | | | | |
| Required | YES | | | | | | | | | | |
| Detail | <p>The applicant will be required to provide a minimum level of informal open space in accordance with the table below</p> <table border="1" data-bbox="624 1464 1230 1648"> <thead> <tr> <th></th> <th>Informal open space</th> </tr> </thead> <tbody> <tr> <td>1 bed</td> <td>5.4 m2</td> </tr> <tr> <td>2 bed</td> <td>7m2</td> </tr> <tr> <td>3 bed</td> <td>9.7m2</td> </tr> <tr> <td>4+ bed</td> <td>13.3m2</td> </tr> </tbody> </table> | | Informal open space | 1 bed | 5.4 m2 | 2 bed | 7m2 | 3 bed | 9.7m2 | 4+ bed | 13.3m2 |
| | Informal open space | | | | | | | | | | |
| 1 bed | 5.4 m2 | | | | | | | | | | |
| 2 bed | 7m2 | | | | | | | | | | |
| 3 bed | 9.7m2 | | | | | | | | | | |
| 4+ bed | 13.3m2 | | | | | | | | | | |
| Quantum | | | | | | | | | | | |
| Fixed / Tariff | | | | | | | | | | | |
| Trigger | TBD | | | | | | | | | | |
| Officer agreed | YES | | | | | | | | | | |
| Applicant agreed | YES | | | | | | | | | | |
| Number Pooled obligations | None | | | | | | | | | | |

| | |
|-----------------|---|
| Ref | SCDC4 |
| Type | Offsite indoor community space |
| Policy | DP/4 |
| Required | YES |
| Detail | <p>Cottenham is served by the Cottenham Salvation Army Hall and Cottenham Village Hall but nevertheless against the adopted standard there is a recognised shortfall of 383 square metres of indoor community space.</p> <p>Cottenham is defined as a Minor Rural Centre in the Core Strategy and in accordance with the Community Facilities Audit 2009 the proposed standard for Minor Rural Centres is as follows:</p> <ul style="list-style-type: none"> • Rural Centres should have at least one good sized facility which offers access to community groups at competitive rates. • The centre should feature one main hall space suitable for various uses, including casual sport and physical activity; theatrical rehearsals /performances and social functions. The facility should also offer at least one meeting room. • All facilities, including toilets, should be fully accessible, or retro-fitted to ensure compliance with Disability Discrimination Act legislation wherever possible. • Facilities should include a kitchen/ catering area for the preparation of food and drink. The venue should have the capacity for Temporary Events for functions which serve alcohol. • Where practical and achievable, new build facilities should be delivered with appropriate energy-efficiency measures in place, although this should be undertaken with the balance of expenditure/saving in mind, given the likely hours of usage. • Facilities should be designed to offer ease of management, as volunteers are likely to be primarily responsible for day to day upkeep. <p>Cottenham Parish Council has advised the District Council that they intend to construct a new village hall on land that is within their control.</p> <p>Cottenham Parish Council has said that in order to meet the needs of future residents a multipurpose community centre needs to be constructed.</p> <p>Cottenham Parish Council is embarking on a plan to provide a community centre in the village. The estimated cost of this building is now at £2.5m and which would incorporate different users including possibly early years. The Parish Council have drawn up a brief for the building design and have now appointed an architect. A planning application has now been received (S/3163/16/FL).</p> <p>A financial contribution based on the approved housing mix would ordinarily result in a contribution in the region of £97,000 being payable.</p> <p>As explained above (under 'Sports') this contribution would be supplemented by a contribution of £100,000 from the reduced sports contribution meaning a total contribution of £197,000 towards this project.</p> <p>Currently the estimated cost is £2.5m for the build (including fees). The</p> |

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| | Parish Council already have some money towards the cost and will probably take out a Public Works Loan for the remainder over 25 years. This will be repaid via the precept and add up to £1 per week to the Band D property, with less on lower bands, more on higher. |
| Quantum | £197,000 |
| Fixed / Tariff | Fixed |
| Trigger | To be paid prior to the occupations of 50 dwellings |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | One at present (Oakington Road) |

| | |
|----------------------------------|--|
| Ref | SCDC5 |
| Type | Household waste receptacles |
| Policy | RECAP WMDG |
| Required | YES |
| Detail | £73.50 per house and £150 per flat |
| Quantum | See above |
| Fixed / Tariff | Tariff |
| Trigger | Paid in full prior to commencement of each phase |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

| | |
|----------------------------------|---|
| Ref | SCDC6 |
| Type | S106 Monitoring |
| Policy | Planning portfolio holder approved policy |
| Required | YES |
| Detail | £3,000 |
| Quantum | |
| Fixed / Tariff | Fixed |
| Trigger | Paid in full prior to commencement of development |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

| | |
|-----------------|---|
| Ref | SCDC7 |
| Type | Onsite open space and play area maintenance |
| Policy | |
| Required | YES |
| Detail | <p>Paragraph 2.19 of the Open Space in New Developments SPD advises that 'for new developments, it is the developer's responsibility to ensure that the open space and facilities are available to the community in perpetuity and that satisfactory long-term levels of management and maintenance are guaranteed'. The Council therefore requires that the on-site provision for the informal open space and the future maintenance of these areas is secured through a S106 Agreement. Para 2.21 advises that 'if a developer, in consultation with the District Council and Parish Council, decides to transfer the site to a management company, the District Council will require appropriate conditions to ensure public access and appropriate arrangements in the event that the management company becomes insolvent (a developer guarantee)'.</p> <p>It is the Local Planning Authority's preference that the public open space is offered to Cottenham Parish Council for adoption, recognising that the Parish Council has the right to refuse any such offer.</p> |

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| | <p>If the Parish Council is not minded to adopt onsite public open space the owner will be required to provide a developer guarantee of sufficient value to be a worthwhile guarantee. Furthermore with the details of the guarantee and guarantor would need to be submitted to and approved in writing by the Council prior to commencement of development. Should this not be forthcoming the planning obligation will also be required to include arrangements whereby the long term management responsibility of the open space areas and play areas passes to plot purchasers in the event of default.</p> <p>For clarity this provision applies to all areas of open space including (but not exclusive to) the community woodland and SUDS areas</p> |
| Quantum | |
| Fixed / Tariff | |
| Trigger | |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

OTHER OBLIGATIONS

| Ref | OTHER 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|---|---|-----------------------------------|---|----------|---------------------------------|-----------------------|-----------------------|--------------------------------------|-------------------|-------|--------|-------|--------|-------------------------------|--------|--------|-------|---------|--------------|---------------|---------------|--------------|----------------|----------|------------------------------------|---|-----------------------------------|---|---------------------|-----|-------|--------|---------|--------------|------------|--------------|---------------|----------------|
| Type | Health | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Policy | DP/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Required | YES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Detail | <p>The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 585 residents and subsequently increase demand upon existing constrained services.</p> <p>The primary healthcare service directly impacted by the proposed development and the current capacity position is shown in Table 1 below.</p> <table border="1"> <thead> <tr> <th>Premises</th> <th>Weighted list size ¹</th> <th>NIA (m2) ²</th> <th>Capacity ³</th> <th>Spare capacity (NIA m2) ⁴</th> </tr> </thead> <tbody> <tr> <td>Cottenham Surgery</td> <td>6,638</td> <td>190.30</td> <td>2,775</td> <td>-59.16</td> </tr> <tr> <td>The Surgery, Telegraph Street</td> <td>12,204</td> <td>450.89</td> <td>6,575</td> <td>-385.96</td> </tr> <tr> <td>Total</td> <td>15,842</td> <td>641.19</td> <td>9,350</td> <td>-445.12</td> </tr> </tbody> </table> <p>Notes:</p> <ol style="list-style-type: none"> 1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list. 2. Current Net Internal Area occupied by the Practice 3. Patient Capacity based on the Existing NIA of the Practice 4. Based on existing weighted list size <p>The development would have an impact on primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.</p> <p>Table 2 below provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.</p> <table border="1"> <thead> <tr> <th>Premises</th> <th>Additional pop growth ⁵</th> <th>Additional floorspace required ⁶</th> <th>Spare capacity (NIA) ⁷</th> <th>Capital required to create additional floorspace ⁸</th> </tr> </thead> <tbody> <tr> <td>Additional capacity</td> <td>585</td> <td>40.11</td> <td>-59.16</td> <td>£80,220</td> </tr> <tr> <td>Total</td> <td>585</td> <td>40.11</td> <td>-59.16</td> <td>£80,220</td> </tr> </tbody> </table> <p>5. Calculated using the South Cambridgeshire District average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number). Calculated using an average of 1.5 residents per extra care apartment.</p> | | | | Premises | Weighted list size ¹ | NIA (m2) ² | Capacity ³ | Spare capacity (NIA m2) ⁴ | Cottenham Surgery | 6,638 | 190.30 | 2,775 | -59.16 | The Surgery, Telegraph Street | 12,204 | 450.89 | 6,575 | -385.96 | Total | 15,842 | 641.19 | 9,350 | -445.12 | Premises | Additional pop growth ⁵ | Additional floorspace required ⁶ | Spare capacity (NIA) ⁷ | Capital required to create additional floorspace ⁸ | Additional capacity | 585 | 40.11 | -59.16 | £80,220 | Total | 585 | 40.11 | -59.16 | £80,220 |
| Premises | Weighted list size ¹ | NIA (m2) ² | Capacity ³ | Spare capacity (NIA m2) ⁴ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cottenham Surgery | 6,638 | 190.30 | 2,775 | -59.16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The Surgery, Telegraph Street | 12,204 | 450.89 | 6,575 | -385.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 15,842 | 641.19 | 9,350 | -445.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Premises | Additional pop growth ⁵ | Additional floorspace required ⁶ | Spare capacity (NIA) ⁷ | Capital required to create additional floorspace ⁸ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional capacity | 585 | 40.11 | -59.16 | £80,220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 585 | 40.11 | -59.16 | £80,220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|----------------------------------|---|
| | <p>6. Based on 120m² per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within “Health Building Note 11-01: facilities for Primary and Community Care Services”</p> <p>7. Existing capacity within premises as shown in Table 1</p> <p>8. Based on standard m² cost multiplier for primary healthcare in the East Anglia Region from the BCIS Q1 2014 price Index, adjusted for professional fees, fit out and contingencies budget (£2,000/m²), rounded to nearest £.</p> <p>A developer contribution will be required to mitigate the impacts of this proposal. NHS England calculates the level of contribution required, in this instance to be £80,220.</p> <p>District Council planners have seen plans provided by Firs House Surgery showing a number of different ways in which additional GP consulting capacity may be achieved at their premises.</p> |
| Quantum | £80,220 |
| Fixed / Tariff | Tariff |
| Trigger | 100% prior to occupation of 50 dwellings |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | One (being 50 dwellings at Oakington Road S/1952/15/OL) |

| | |
|-----------------|--|
| Ref | OTHER2 |
| Type | Burial provision |
| Policy | SC/4 of emerging Local Plan |
| Required | YES |
| Detail | <p>Under the current development control policies DPD July 2007 there is no policy that requires the payment of contributions towards burial space although I am able to confirm that as part of new towns such provision has been secured.</p> <p>Policy SC/4 says that All housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development. The scale and range of this provision or contribution will be appropriate to the level of need generated by the development and will address the specific needs of different age groups, of people with disabilities, and faith groups and will be adaptable to population growth and demographic changes. The full range of services and facilities are likely to be required in new settlements and similar developments.</p> <p>The community needs of large scale major developments (individual sites with 200 or more dwellings, or groups of smaller sites which cumulatively exceed this figure), will be established through detailed assessments and strategies prepared in consultation with service providers, and approved by the local authority in partnership with the landowners and stakeholders.</p> <p>The community facilities and services to be provided include:</p> <ol style="list-style-type: none"> Primary and secondary schools; Meeting places; Health facilities; Libraries; Sports facilities; Commercial facilities important to community life including childcare |

- nurseries, local shops restaurants and cafes, and public houses;
- g. Provision for faith groups;
- h. Provision for burials;
- i. Provision for waste and recycling.

In terms of the Provision for burials the Council received two representations albeit in the form of the same objector. The basis of the objection is that the development itself should not provide space for burials (i.e. that they should be planned for on a District wide basis) rather than an objection against the policy itself. This matter was not discussed in the hearing session for the policy.

Of the three burial grounds in Cottenham:

1. The Dissenters' Cemetery off Lambs Lane is within 3 or 4 years of being full. There are about 12 vacant plots remaining with between 3 and 6 new plots being used each year. They have contingency plans for interment of ashes but the pressing need is to bring a new strip of adjacent land into use for burials that would create capacity for around 50 additional plots. However, the charity has limited access to finance to pay for the necessary 10 metre hardened access path, a 50 metre replacement fence and ground preparation. Longer term there will be a need to consider some "recycling" of the oldest (100+ years as allowed by law) plots.

2. The "Church" part of the cemetery at All Saints Church is already full with recent "new plot" burials using plots in the unconsecrated "Public Burial Ground" part. This practice may become an issue creating an immediate need for additional consecrated space in which case the most likely solution is to acquire adjacent land from Cambridgeshire County Council.

3. The "Public Burial Ground" at All Saints Church has about 50 unused plots, equivalent to a maximum of 10 years supply at the recent rate of burials. The presence of a 70 unit apartment with care would likely create more pressure on burial spaces than houses meaning spare capacity is likely to be taken up quicker.

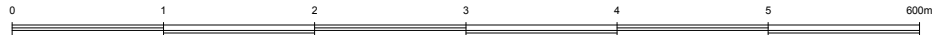
| | | |
|---|--|----------|
| A | Purchase price per acre of land (£250,000) | £250,000 |
| B | Cost of laying out each acre of land, car parking, fencing, benches, footpaths, landscaping etc (£100,000) | £100,000 |
| C | Total cost of purchasing and laying out 1 acre of burial land (A + B) | £350,000 |
| D | Number of single burial plots than can be achieved per acre of land (1250) | 1250 |
| E | Cost of providing each burial plot (C / D) | £280 |

| | | |
|---|--|---------|
| F | Burial/cremation 'demand' per house over 100 year period (2.5 per property) | 2.5 |
| G | % of people likely to be buried rather than cremated (assume 30%) source: Constitutional Affairs Select Committee Eighth Report, 2006. | 30% |
| H | Burial plots needed per house (F x G) | 0.75 |
| I | Cost of providing burial space on a per house basis (E x H) | £210.00 |

| | |
|----------------------------------|--|
| Quantum | £210 per dwelling (i.e. £56,700 if 200 dwellings and 70 bed care home is provided) |
| Fixed / Tariff | Tariff |
| Trigger | Paid in full prior to commencement of development |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |

| | |
|-----------------|---|
| Ref | OTHER2 |
| Type | Community transport scheme |
| Policy | DP/4, TR/3 and NPPF |
| Required | YES |
| Detail | <p>Concerns have been expressed regarding the highways capacity of the Rampton Road development by itself, but also with the possibility of planning permission being granted for other large developments along Rampton Road. Some measures have been proposed by applicants, including such improvements as RTPI to encourage public transport travel into Cambridge. Other than Cambridge, key destinations for future residents to access sustainable transport modes include (a) the Cambridge Busway stop at Oakington (circa 2.5 miles) which will allow access to destinations including Cambridge, St Ives and Huntingdon and (b) Waterbeach train station (circa 4 miles) predominantly for commuters to London.</p> <p>A proposal has been put forward by Cottenham Parish Council to either establish a new community transport initiative and which they would run or alternatively the Councils would work with existing operators (such as Ely & Soham Association for Community Transport) to provide:</p> <p>(1) A fixed timetable during commuter hours between the development and the destinations of Oakington Busway stop and Waterbeach train station.</p> <p>(2) A flexible demand responsive service offering journeys throughout the village but also between the site and destinations including Ely.</p> <p>The cost of providing a subsidised service for 5 years is £320,000 comprising £70,000 vehicle purchase (2-3 years old) and £50,000 per annum subsidised service. A small fee over these 5 years will be charged for users of the service as the total cost is likely to be in the region of £90,000 per annum.</p> <p>There are 3 large planning applications in Cottenham comprising a total of 480 dwellings.</p> <ul style="list-style-type: none"> • Land off Rampton Road (S/1411/16) 200 houses plus 70 bed care home • Land at Oakington Road (S /1606/16/OL) 126 dwellings • Land north east of Rampton Road (S/2876/16) 154 dwellings <p>The Council is proposing dividing the total cost across all developments (ensuring that there is a fair and reasonable approach) such that each new dwelling will be required to contribute £666.67.</p> <p>Although the contribution is based purely on the impact of the dwellings (i.e. no cost has been included in respect of the 70 bed care home) the service could also be made available to the operator of the care home</p> |

| | |
|----------------------------------|---|
| | providing day trips to residents. |
| Quantum | £666.67 per dwelling (i.e. £133,334 if 200 dwellings is provided) |
| Fixed / Tariff | Tariff |
| Trigger | TBA |
| Officer agreed | YES |
| Applicant agreed | YES |
| Number Pooled obligations | None |



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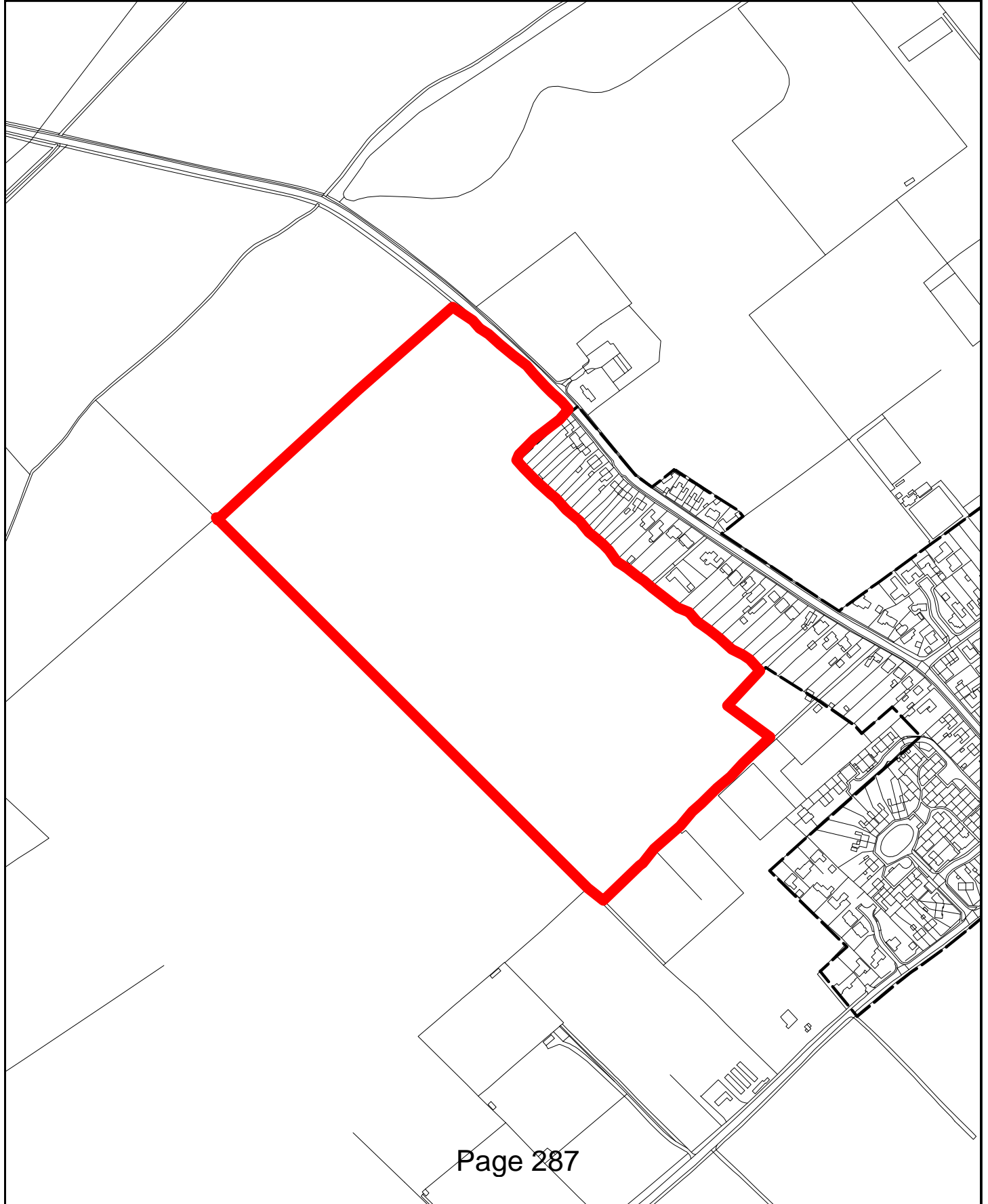
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Agenda Item 8

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

23 March 2017

AUTHOR/S: Planning and New Communities Director

Application Number: S/1818/15/OL (APP/W0530/W/16/3151609)

Parish(es): Cottenham

Proposal: Outline application for the erection of up to 225 residential dwellings (including up to 40% affordable housing) and up to 70 apartments with care (C2), demolition of No. 117 Rampton Road, introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access points from Rampton Road and associated ancillary works. All matters reserved with the exception of the main site accesses.

Site address: Land Off Rampton Road

Applicant(s): Gladman Developments Limited

Recommendation: Delegated Authority to officers to submit a 'Statement of Common Ground' to the Inspectorate which does not defend the reasons for refusal on application S/1818/15/OL, subject to the agreement on additional drawings relating to transport, landscaping and a mitigation package .

Considerations

1. This application was refused by Planning Committee on the 18 May 2016 and is the subject of an appeal. The appeal hearing is scheduled for the 5 April, 2017. The application was refused for the following reasons:
2.
 - a) "The development will result in an unacceptable impact on the transport network and pose a danger to highway safety contrary to the requirements of adopted policy TR/3 Mitigating Travel Impact of the Development Control Policies DPD."
3.
 - b) When viewed from Rampton Road the development will extend the ridge line of the built environment of Cottenham village into open countryside resulting in demonstrable and significant harm to the landscape character including to the openness of this rural locality. This harm, on balance, outweighs the benefits which arise from delivering up to 225 dwellings (40% of which will be affordable) and up to 70 apartments with care in a village which is well served by services and facilities. For this reason the proposal does not represent sustainable development and conflicts with the requirements of the NPPF, policies DP/3 Development Criteria and NE/4 Landscape Character Areas of

the adopted Development Control Policies DPD, adopted District Design Guide SPD and policies NH/2 Protecting and Enhancing Landscape Character of the emerging Local Plan.

Highways

4. Since this application was refused the applicant has submitted a revised application S/1411/16/OL which now addresses highway concerns regarding traffic generation from the site and the safe operation of the Oakington/Rampton Road Junction.
5. As the drawings associated with S/1411/16/OL were submitted to the Planning Inspector, on the basis of the advice received from the Local Highways Authority, there would be no highways reasons to object to the proposal. The applicant has provided evidence demonstrating the worst case in terms of dwelling numbers for the applications (S/1411/16/OL and S/1818/15/OL) The proposals have been tested and the difference in trip generation is not considered significant:
6. The below shows that the difference in vehicular trips between the two housing numbers does not result in a material difference in trip generation.

| | | | |
|-----------|------------|------------|---------|
| Dwellings | 200 | | |
| | Arrivals | Departures | Two-Way |
| AM | 35 | 87 | 121 |
| PM | 79 | 47 | 126 |

| | | | |
|-----------|------------|------------|---------|
| Dwellings | 225 | | |
| | Arrivals | Departures | Two-Way |
| AM | 39 | 97 | 137 |
| PM | 89 | 53 | 142 |

| | | | |
|---|----------|------------|---------|
| Difference 225 dwellings minus 200 | | | |
| | Arrivals | Departures | Two-Way |
| AM | 4 | 10 | 16 |
| PM | 10 | 6 | 16 |

7. Therefore, with appropriate mitigation measures being secured the application are now considered to be acceptable. The proposed mitigation is as follows:
8.
 - the submission of a travel plan for each use on the site, improvements to the roundabout at the junction of Rampton Road and Oakington Road,
 - improvements to the pedestrian and cycle facilities on Rampton Road between the development site and south of Oakington Road,
 - the installation of a bus shelter to the bus stop on Lambs Lane,
 - the widening of the footway on the east side of the B1049 within the 30 miles per hour zone between the junctions of the B1049 with Dunstal Field and Appletree Close to enable shared use walking and cycling,
 - the provision of a crossing facility (toucan) on Rampton Road and the installation of cycle parking on Cottenham High Street at locations to be agreed with the Parish Council.
 - The development also requires a Section 106 agreement to secure a

contribution of £27,000 to the County Council towards the installation of Real Time Passenger Information at the bus stop on Lambs Lane,

- a contribution of £7,000 to the Parish Council towards the maintenance of the bus stop on Lambs Lane,
- a contribution of £38,661.70 to the Parish Council towards the maintenance of the crossing facility on Rampton Road,
- a contribution of £9,620 to the County Council towards the local highway improvement scheme at The Green in Histon and;
- a contribution of £6,000 to the County Council towards a local highway improvement scheme at the junction of water lane and Oakington Road junction in Oakington.

9. It should be noted that the mitigation packages sought are the same for both. The appeal and the applications due to the minimal differences in impact on the strategic highway network and have been agreed with the appellant

Landscaping

10. The applicant has submitted to the Local Planning Authority, improved landscaping on the revised application S/1411/16/OL. These new proposals enhance landscaping on the edges of the development and the reorganised parameter plans show a reduction of the height of structures in the key locations which provides an overall enhancement in the landscape quality of the site. A substantial buffer zone would be provided along the south western boundary, south eastern boundary, along the edge of the development and adjacent to the open space along the central ridge. This is a significant improvement from the earlier submitted scheme and is considered to be acceptable subject to the appropriate landscaping conditions.
11. The Landscape Officer has no objection and comments that the applicant has considered the previous reasons for refusal and the new proposals would be less harmful in landscape and visual terms than the previously refused application. Inevitably, the proposal would still result in some harm to the rural open landscape character and setting of the village. The effects upon the Rampton Road frontage would be increased by development extending further north than the existing development. The landscape structure as indicated on the amended development framework plan could, if appropriately managed in the long term, provide some mitigation and reduce the level of landscape and visual harm albeit the landscape character and appearance of this part of the settlement would be markedly altered. Requires conditions in relation to an amended parameter plan with full landscape details, detailed existing and proposed level and contour information of any landform.
12. As the enhanced landscaping drawings associated with S/1411/16/OL were submitted to the Planning Inspector there would be little ground for the Local Planning Authority to object to the proposal. Therefore, it would be difficult to defend the landscaping reason for refusal.

Conclusion

13. The reports seeks to ask Member provide clear guidance for officers who will be defending this appeal S/1818/15/OL, where the reasons for refusal have been addressed through negotiations on the further planning application S/1411/16/OL. The evidence provided within that process overcomes both the highways and landscaping reasons for refusal and the impact of the development can be mitigated through an appropriate conditions and a Section 106 legal package. Notwithstanding that the appeal proposal is for a higher number of units than the planning application

S/1411/16/OL, officers consider that the appeal submission does not result in a materially greater impact in terms of highway safety or landscape impact.

Recommendation

14.

It is recommended that the Planning Committee grants officers delegated powers to agree a 'Statement of Common Ground' on the appeal App/W/0530/W/16/3151609, which does not defend the Highway and Landscaping reason for refusal. Subject to the agreement on additional drawings relating to transport, landscaping and a mitigation package.

Background Papers:

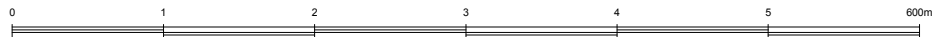
The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References: S/1411/16/OL, S/1818/15/OL

Report Author:

Julie Ayre
Telephone Number:

Team Leader East
01954 713313



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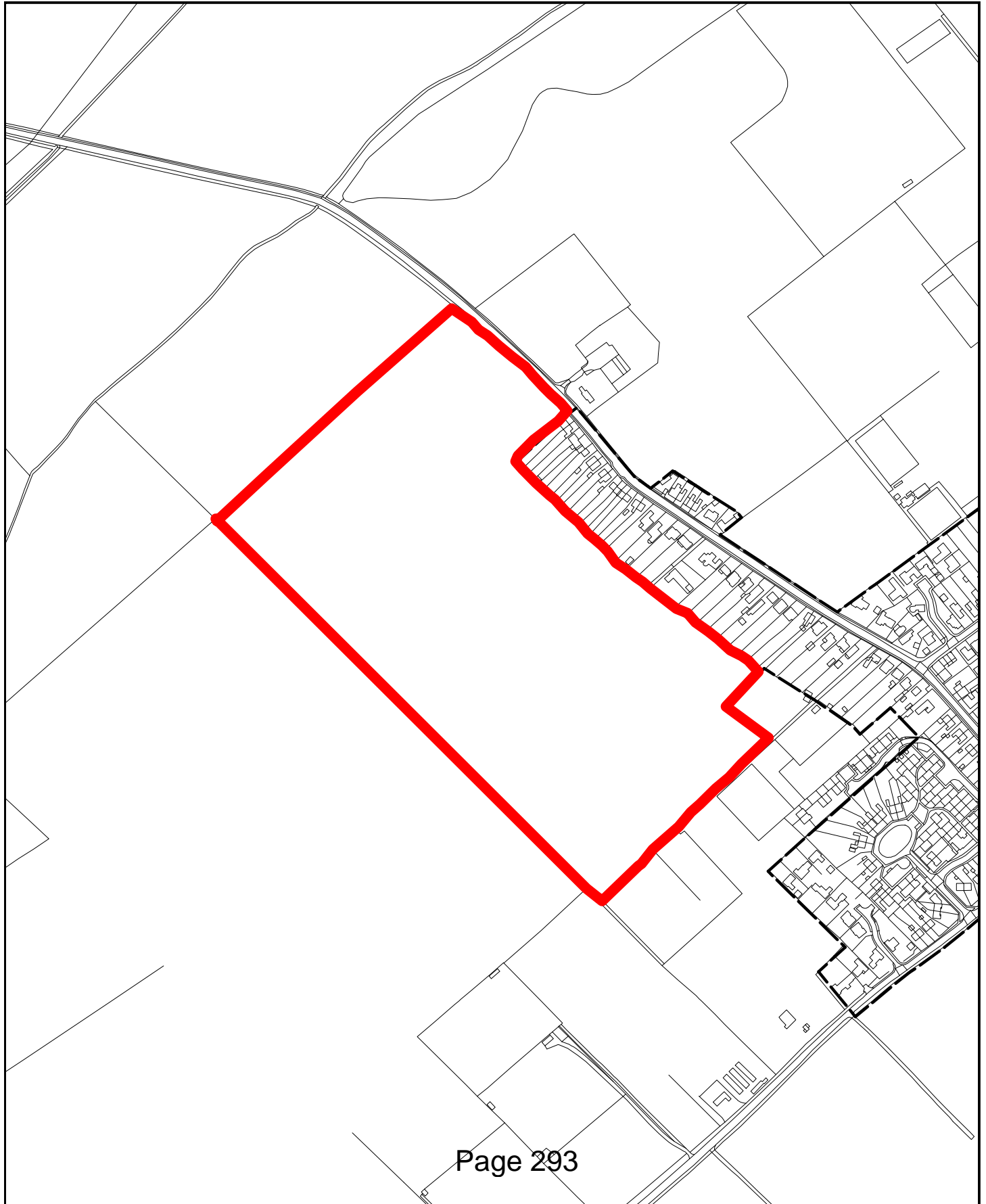
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