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Planning & New Communities  
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Cambridge,  
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Dear Karen

### **Planning Application S2876/16/OL - Development off Rampton Road, Cottenham**

#### **Summary**

Cottenham Parish Council strongly recommends refusal of this proposal as unsustainable under the National Planning Policy Framework (**NPPF7**) because the questionable economic benefits are significantly outweighed by the environmental and social disbenefits.

There could be economic benefits in terms of affordable homes, which are currently needed in Cottenham, and market homes, which are in short supply across South Cambridgeshire; however there are significant other pending applications which could nullify this advantage, as only a limited total supply can be absorbed in the local market, especially as Northstowe is coming on stream at last.

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 other speculative developments (Gladman S/1818/15/OL, S/1411/16/OL, Persimmon S/1606/16/OL), especially when the development does not fit well with existing infrastructure or infrastructure provision lags the housing development.

The adverse environmental and social impacts - the urbanisation of Rampton Road to cope with the increased traffic **NPPF 39**, flood risk from the large and complex SUDS **NPPF 100-103**, distance from the established community **NPPF 55**, impact on landscape and loss of agricultural land **NPPF 112**, potential damage to a listed building **NPPF 129**, pressure to expand the largest primary school in Cambridgeshire **NPPF 74**, and the damaging effect of such an expansion on Cottenham's Recreation Ground **NPPF 70-72** significantly outweigh the possible economic benefits of up to 154 homes (up to 40% "affordable").

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**.

## Considerations

- a) **Housing supply** – the proposal offers up to 154 houses, up to 40% of which may be “affordable” on the 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 900 metres from most village facilities, it will encourage use of unsustainable modes of transport **NPPF 34**. The multiple proposals, if approved, are likely to lead to an over-supply in the local market which, to maintain market viability, will inevitably limit the rate at which these houses, especially those tagged as affordable, are delivered. 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 base modelling, being based on old data collected in non-neutral months affected by school holidays or weather, has under-estimated both today’s traffic and the likely additional traffic generated by the estate (see **Appendix 1**) in the absence of effective public transport. Even then, the mitigation measures proposed by Gladman and Persimmon and apparently adopted by CCC, 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, especially at the Rampton Road / High Street junction where even higher flows are merged on a similar mini-roundabout, is close to overload which is likely to become **severe** requiring refusal under **NPPF 32**. 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. A particular concern has to be the cumulative effect of multiple developments which have not been properly accounted despite requirements from County Highways.
- c) **Loss of open space for sport and recreation** – Cottenham Parish Council has for some time been seeking to buy or lease approximately 2 ha of additional space within this site for formal sport to make up a 2 ha shortfall on current, not future, need. This proposal would constrain the Recreation Ground to a sub-optimal size for the current population **NPPF 74** let alone any potential population expansion. There is additional land in the proximity of the Primary School that could be used for a school extension but does not connect well with the Recreation Ground. 3.4 ha of the site was leased for 99 years to Cottenham Parish Council as a necessary extension to the Recreation ground in 2005. The lease includes the possibility of part of the land being needed for a future educational purpose, but not for residential development as proposed here. The Primary School is the largest in Cambridgeshire making further expansion undesirable, confirming the CCC representation at the time of the lease negotiation that a swap, as now proposed, was very unlikely. The current proposal includes use of part of the leased land for residential development and reserves 2 ha for educational use with no evidence, given the large size of the Primary School and current vacancies, that this is now needed. Cottenham does need an estimated 2 ha of additional formal recreation space which should, for effectiveness be located adjacent to the current provision.

- d) **Safety** 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. Pavement and cycle path mitigations have been suggested but are restricted by the narrowness of the road. 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.
- e) **Amenity** Viewed from Rampton Road, the effect of extending 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. The village edge views are particularly important as noted in the Village Design Statement **SPD**.
- f) **Flood risk** In conflict with **NPPF 100-103**, the proposal 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 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.
- g) **Affordability** The proposed development asserts as its main benefit, that up to 40% of the homes will be "affordable". With local construction worker wages quoted at £28,000 gross, mortgage of £100,000 plus a 10% deposit implies that these houses should be sold at £120,000 for them to be considered truly affordable. 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". The coincidence of multiple large-scale proposals must, if approved, lead to an over-supply threatening the viability of any affordable provision.

## **Detail**

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; 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 impact on the King George V Playing Field and Recreation Ground is unacceptable
5. The promised affordable homes are unlikely to be affordable in Cottenham

## **1 Cottenham is the wrong place for this development**

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 increased traffic **NPPF 39**, medium and long-term flood risk from the large and complex SUDS **NPPF 100-103**, impact on landscape, 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 **NPPF 74**, and the effect of such an expansion on Cottenham's Recreation Ground **NPPF 70-72** significantly outweigh the economic benefits of up to 154 homes (up to 40% "affordable"), especially if any of the preceding major applications from Gladman or Persimmon are approved.

### **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. There have been reports of flooding within 200 metres of the site in recent years as noted in the **2011 SHLAA** report. It is not enough to raise floor levels 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 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. Cottenham is already congested 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 Cambridge. The heavy traffic flow reaches gridlock whenever the A10 or A14 is compromised. This traffic will then flow onto junctions with known congestion problems

We believe that traffic generation will be much higher than estimated for three reasons:

- car ownership is likely to be considerably higher than assumed, as demonstrated by independent measurement of trip generation from Brenda Gautrey Way
- car usage will be marginally higher than any of Brenda Gautrey Way due to the increased distance from the village's core facilities, thus discouraging walking
- Independent measurements of recent real traffic flows 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 and reused here.

The Travel Plan is inappropriate in a rural location with only limited public transport beyond Cambridge city centre and reliance on long cycle or pedestrian journeys. The bus stops within 400 metres on site are only served twice a day by Citi8; more regular service is some 600 metres distant in Lambs Lane. 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 SPD**

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 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**

The proposal would effectively enclose the formal recreation space at a size below that needed for Cottenham today, as evidenced by the Parish Council's offer to buy or lease additional adjacent land from the County Council in recent years to avoid the fragmentation and significant capital expenditure involved in developing an additional site. Cottenham currently has a deficit of 2 ha (hectares each 1000m<sup>2</sup> or about 2.5 acres) of formal sports provision, which this proposal exacerbates as a result of expanding population. The on-site open space may be good for residents of the site but the site itself is too far from the village centre to be of benefit to most existing residents.

Maintaining security on the site will be much more difficult if development occurs as proposed. The current site is fully fenced and normally locked outside of 10.30pm to 6.30am.

#### **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 **2011 SHLAA** report commented “the site is remote and rural, and does not relate well to the built up part of the village”. 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.

### **Conservation Area & Listed Buildings NPPF 133**

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.

### **Landscape & Visual impact NPPF 17**

The **2011 SHLAA** report asserted that any significant development here “would be highly visible from the west and north and would form a new skyline when approached from the west. It would place considerable pressure physically and visually onto the nearby community woodland”. It goes on:

“development of this site would have a significant adverse effect on the landscape and townscape setting of Cottenham. The site is in an elevated position and sloped down to the west with relatively high land at the edge of the village. It is largely open with few trees and there are long views to and from the site over the flat fen landscape to the north and west.

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**.

Viewed from Rampton Road, the effect of extending 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 NPPF 32**

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 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 2021, excluding the effects of other developments) passing the site entrances at substantial speeds in the morning rush hour. Independent measurement (see **Appendix 1**) of actual trip generation measurements on a similar Cottenham estate – Brenda Gautrey Way - in September 2016 confirm a figure between 0.7 and 0.8 (equivalent to over 200 additional peak-hour 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 and effective bus services than Brenda Gautrey Way, reducing the likelihood that residents will walk to the shops and other amenities in the core.

The effects of traffic increase on the Oakington Road / Rampton Road roundabout have been reviewed (see **Appendix 1**) and demonstrate that the modelling applied to date under-estimates the effects of traffic generation here and at other key points in the network, especially where the heavy High Street traffic merges at the Green.

Reducing this increase, by increasing modal share of passenger transport, cycling and walking will be particularly challenging given the 900 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 (which inhibits use of public transport or shared-care usage).

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.

#### **Noise/pollution NPPF 123**

Contrary to **NPPF 58, 110 and 123**. Although the developer can 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, where front gardens are rare and houses are generally only separated from the road by narrow pavements.

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**

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 increased traffic **NPPF 39**, medium and long-term flood risk from the large and complex SUDS **NPPF 100-103**, impact on landscape, 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 **NPPF 74**, and the effect of such an expansion on Cottenham's Recreation Ground **NPPF 70-72** significantly outweigh the economic benefits of up to 154 homes (up to 40% "affordable"), especially if any of the preceding major applications from Gladman or Persimmon are approved.

Other issues, such as the need for additional indoor community facilities, medical facilities, early years accommodation, 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**.

#### **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**.

#### **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.

#### **Medical/day care facilities**

The development will increase the general population by approx. 7% 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.

### **Overloading of Primary School**

Contrary to **NPPF 72** and **DP/1 1m**, **DP/4 2 15**, the development may 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 of the site 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.

### **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 this development is in conflict with a proposed Local Green Space designation under the emerging Local Plan and compromises the provision of open space for sport by constraining the available land to today's inadequate supply which cannot readily be mitigated. A "land swap" involves considerable avoidable expense to bring even an adjacent field into an acceptable state of drainage and stone-free for sports use. While there is not enough available County Farms land adjacent to the existing Recreation ground to satisfy both land for any school expansion and bring Cottenham's provision up to CURRENT needs, there is suitable land to expand the Primary School without sacrificing land for sport and leisure purposes as Cottenham expands.

### **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.

### **Burial grounds**

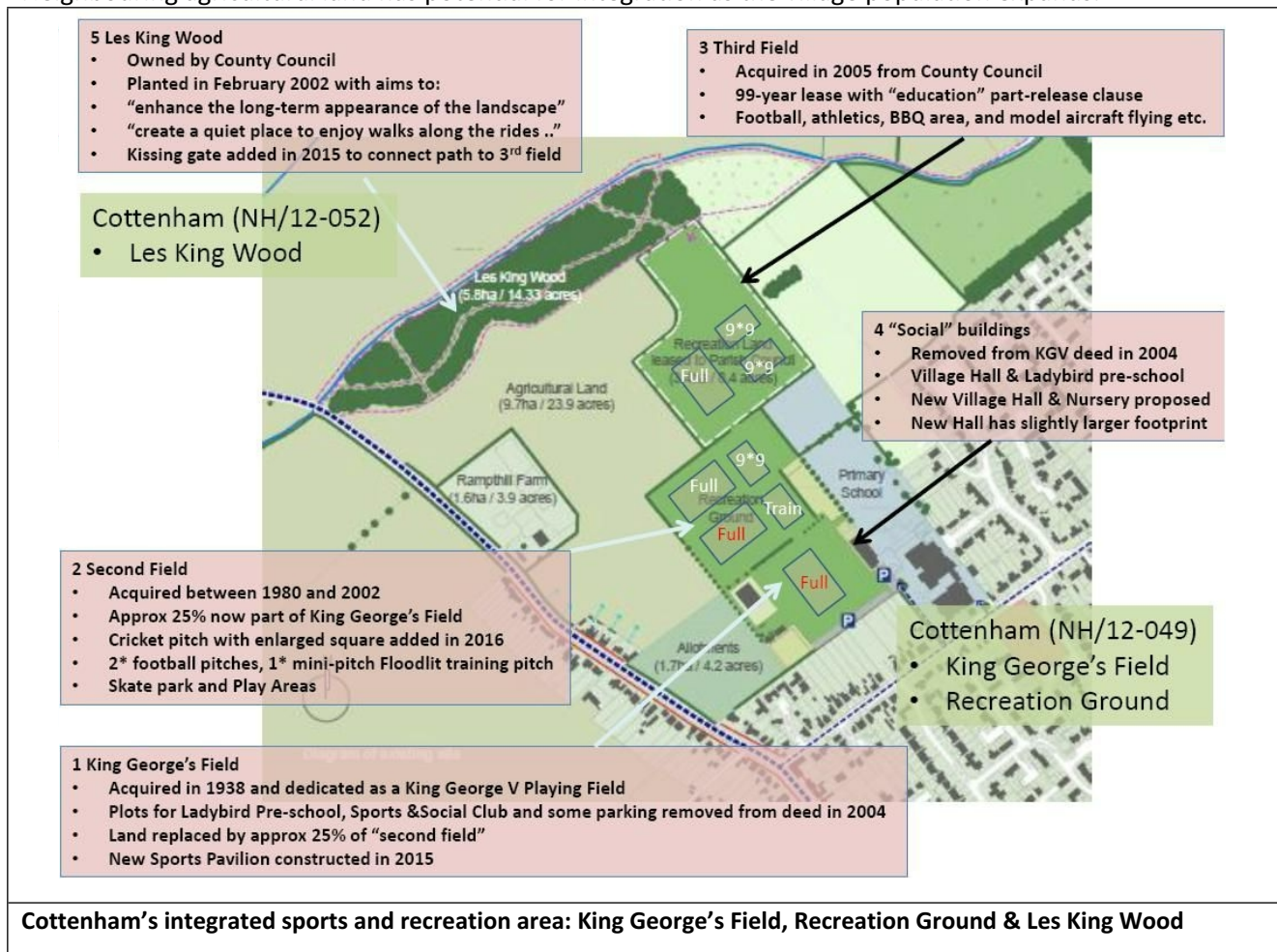
Cottenham's three burial grounds are nearly full; any significant population expansion will create a need to develop additional capacity. Every 100 additional houses is likely to create "demand" for around 30 additional burial plots within the 100 years before plots can be recycled legally (assuming 2 per plot and 80% cremated / 20% buried) requiring about 3/20 hectares (3/8 acre) per 100 houses. On that basis, the necessary land would cost at least £300 per house, assuming appropriate land is available, preferably adjacent to the existing provision.

#### 4 Potential impact on the King George's Field and Recreation Ground

The Recreation ground site generally comprises five areas which, together, form an integrated area for sport and recreation, including a riverside and woodland walk and safe running area on the village edge:

1. The King George's Field – the “first field” was purchased and dedicated as a King George's Playing Field in 1938. Cottenham Parish Council is the sole trustee of the King George's Field Charity. The field hosts a full-size football pitch, the Bowls Club, two tennis courts and several play spaces.
2. The “second field” was added between 1980 and 2002. It is home to a recently-improved cricket square, two full-size football pitches, a mini-football pitch, a floodlit training area and a skatepark.
3. A “third field” was leased from the County Council in 2005. The site is generally poorly-drained, but applications of an FA-approved “shockwave” treatment have proved effective in bringing football pitches into use for as much of the season as the neighbouring second field. It currently houses a full-size football pitch and two mini-pitches. Other parts of the field are in use as a barbecue area, an open space for flying electric model aircraft and a 400 metre athletic track.
4. Conflicts between the charitable purposes led to removal of some “first field” land around the Ladybird pre-school and Cottenham Sports & Social Club (now Village Hall) with around 25% of the “second field” dedicated to the charity in its place. The “social buildings” land surrounds the Village Hall and adjoining Ladybird Pre-school.
5. Les King Wood was created in February 2002 by Cambridgeshire County Council. The main aims of this wood are to “enhance the long-term appearance of the landscape”, and to “create a quiet place to enjoy walks along the rides meandering through the woods and glades”.

Neighbouring agricultural land has potential for integration as the village population expands.



Currently, two relevant sites are being proposed in SCDC's emerging Local Plan as **Local Green Space**:

1. NH/12-052 Les King Wood: against which no objections appear to have been received.
2. NH/12-049 King George's Field and Recreation Ground: against which Cambridgeshire County Council has very recently objected to the inclusion of the "third field" above on the grounds:
  - poor location relative to the rest of the recreation ground
  - poor drainage, and
  - underuse

In addition, there is an assertion that the County Council can reclaim the land provided it offers an equivalent-sized area in close proximity to the recreation ground to replace it.

In practice, the "third field" is used for a wide variety of social, recreation and sports purposes

- an integrated part of the complex, as can be clearly seen on the above diagram, providing a rare and special opportunity at the village edge for recreation as riverside and woodland walks, appreciation of the open vistas, safe running area, barbecue area, model aircraft flying and as an extension to the formal sport provision
- used for a larger proportion of the season following investment in the FA-approved "shockwave" technique of ground-breaking and back-filling with sand, which has significantly improved drainage on the higher parts of the field
- usage is intensifying, especially following installation of a designated barbecue area and a kissing gate to link the recreation ground better with Les King Wood, improved drainage to accommodate increased use by the growing Cottenham United Colts FC and for flying large model aircraft

In addition, the County Council's "reclamation clause" only relates to part of the land and then only for an educational purpose, not residential development.

As regards the **NPPF77** tests:

1. The site is in close proximity to the village and within 1,200 metres of most residents.
2. As shown above, the site is demonstrably special in connection with social, sport and recreational needs in Cottenham and provides potential for more waterside walks as identified in the recent survey for Cottenham's Neighbourhood Development Plan
3. The land may be relatively featureless but that character is an intrinsic part of the fen-edge landscape and the accessible open field helps residents enjoy spectacular views of "big sky" sunsets



**September sunset looking west from King George's Field**

The County Council is not committed to providing suitable additional land for recreational use in Cottenham. Its pursuit of revoking the third field lease is spurious and solely driven by the profit motive as a speculative developer on the site.

CCC has failed to engage with Cottenham Parish Council on our offer to buy or lease approximately 2 hectares of County Council land adjoining the recreation ground which could make up Cottenham's current shortfall of space for formal sport without preventing development of the remaining 7+ hectares of adjacent land. It should be noted that all this land is outside the village's residential framework.

In the application S/2876/16/OL, the County Council proposes to reclaim around 2.4 ha of the third field, partly to reserve some 2 hectares for a questionable future extension to Cambridgeshire's largest Primary School, and partly for residential development as part of its speculative scheme for 154 homes.

Around 1 ha would be retained by the Parish Council and an additional 2.4 ha added to the west and south-west of the existing recreation ground as shown in the schematic.



### **Cambridgeshire County Council's proposed reconfiguration of the Recreation Ground.**

This proposal has several flaws related specifically to the Recreation Ground:

- The third field "reclaim clause" does not provide for reclamation for residential development nor is there a proven need for any of this land to be reclaimed for an educational purpose as required by the lease.
- The new site would lose the integrated mix of woodland and riverside walks forever **NPPF 75**
- Reconfiguring sports grounds and preparation of sports pitches is expensive and time-consuming; the Parish Council has recently spent nearly £11,000 on pitch improvements. A full reconfiguration would require a substantially higher, and avoidable, cost.
- The revised site is too small (by about 2 hectares) for Cottenham's needs **today**; this remodelling, apart from being costly in itself, would preclude any future site expansion to meet Cottenham's expanding population in conflict with **NPPF 73-76 and 109**. Applications recently approved or under consideration constitute a 25% increase in population and the number of homes in Cottenham.
- Development of an alternative location for formal sport in Cottenham would be unavoidably costly for both pitch preparation and secure changing facilities etc.

The flaws could be alleviated by abandoning residential development at the south-western edge of the site and therefore extending the land available as Recreation Ground and significantly reducing the amount of land claimed for educational expansion to ensure retention of a substantial green corridor.

## **5 The development is unlikely to deliver 40% truly affordable homes for Cottenham**

### **Affordable housing**

In principle, Cottenham needs around 100 affordable homes now but only if they are truly affordable and not 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) 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.

The economics of the housing market make it inconceivable that all four large-scale applications (Endurance S/1952/15/OL, Gladman S/1818/15/OL, S/1411/16/OL, Persimmon S/1606/16/OL, County Council S/2876/16/OL) whether approved or still under consideration, can viably deliver both the number of houses claimed while the 5-year supply issue remains and the proportion of affordable homes claimed.

### **Conclusion**

Cottenham Parish Council 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.

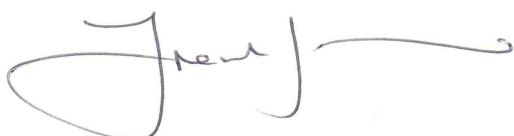
There could be economic benefits in terms of affordable homes, which are currently needed in Cottenham, and market homes, which are in short supply across South Cambridgeshire; however there are significant other pending applications which could nullify this advantage, at least in and around Cottenham.

In any case, 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 - the urbanisation of Rampton Road to cope with the increased traffic **NPPF 39**, flood risk from the large and complex SUDS **NPPF 100-103**, distance from the established community **NPPF 55**, impact on landscape and loss of agricultural land **NPPF 112**, potential damage to a listed building **NPPF 129**, pressure to expand the largest primary school in Cambridgeshire **NPPF 74**, and the damaging effect of such an expansion on Cottenham's Recreation Ground **NPPF 70-72** significantly outweigh the economic benefits of up to 154 homes (up to 40% "affordable").

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**.

Yours sincerely



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 26<sup>th</sup> 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.

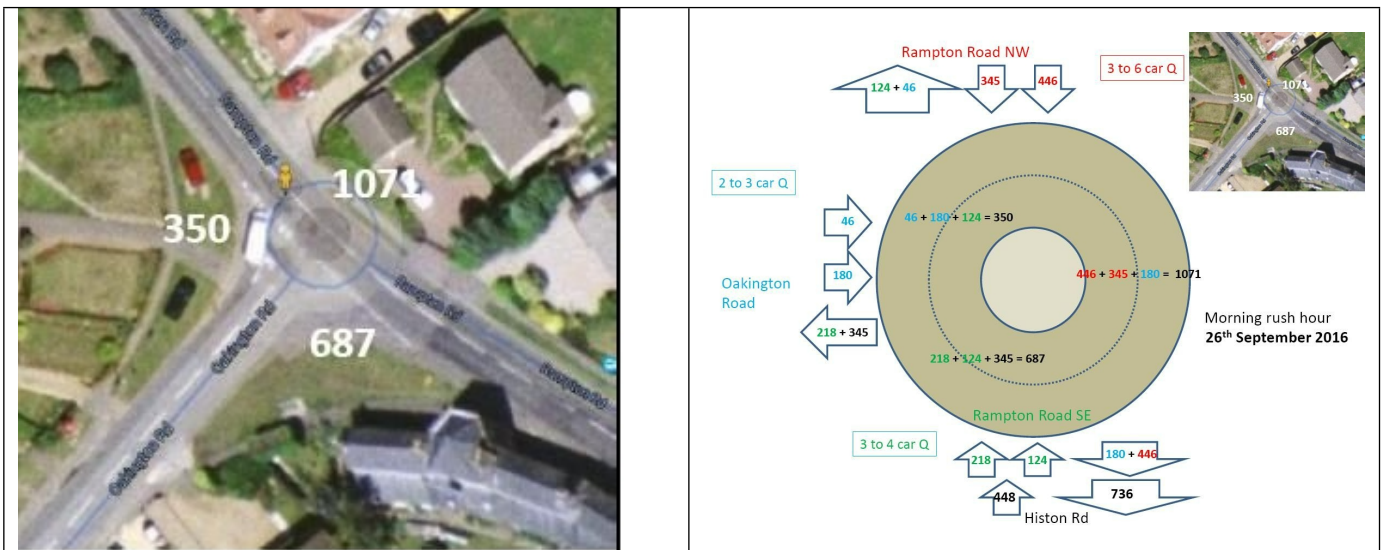
Traffic flows were also measured on the road into Cambridge – Histon Road – as a comparator with other available statistics and predictions.

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 unlikely that the latest proposals for re-engineering this roundabout and its approaches can 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. On that basis the cumulative effects of these developments on this roundabout alone will be **severe**.

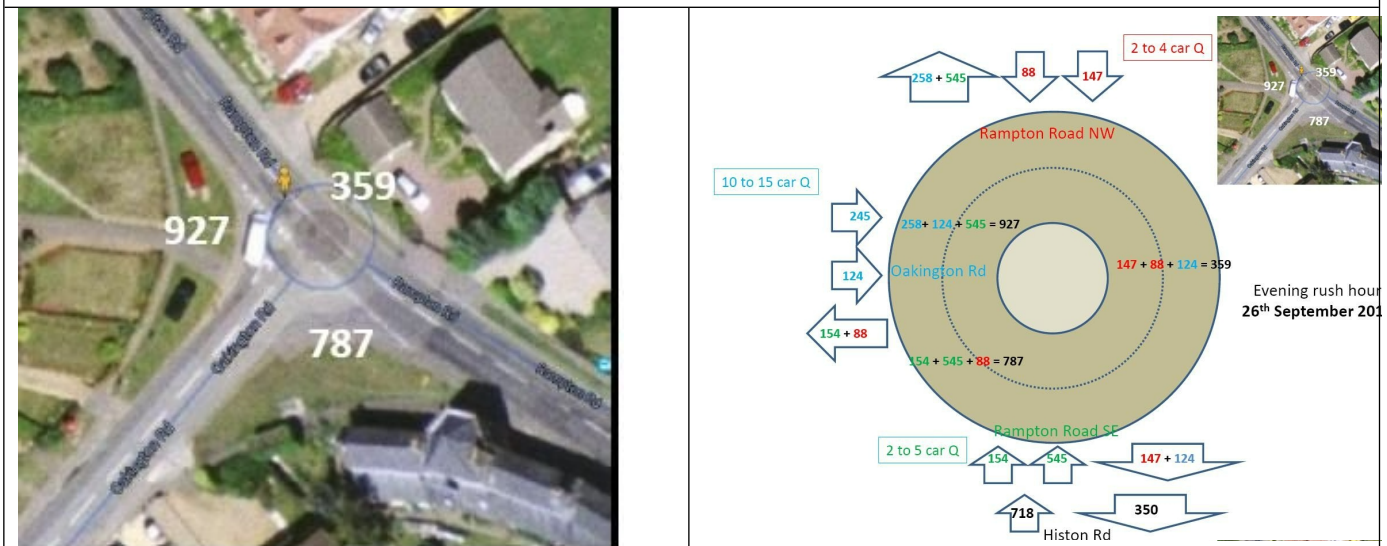
## Flows on 26<sup>th</sup> September 2016

The schematics show traffic flows in the AM and PM peaks on 26<sup>th</sup> 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 (26<sup>th</sup> 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 (22<sup>nd</sup> March - AM d55/a23 and PM d14/a42 and 22<sup>nd</sup> 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 is unrealistic.
- County Council - Applied to the 154 home proposal indicates around 77 departures and 39 arrivals – higher than the levels assumed in the Transport Assessment.

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, Persimmon and County Council 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

CCC (154) will add at least 120 trips to the morning load on Rampton Road, 84 into and **36 from**

Approx. 33 will flow from the roundabout, **about 22 from Oakington Rd**, 11 from Rampton Rd S,

This will **add 90 cars to the 226 that arrive there today**, an increase of **40%** 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,

CCC (154) will add at least 120 trips to the morning load on Rampton Road, **84 into** and 36 from

**Approx. 60** will flow towards the roundabout

This will **add 155 to the 792 that arrive there today**, an increase of 20% 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**,

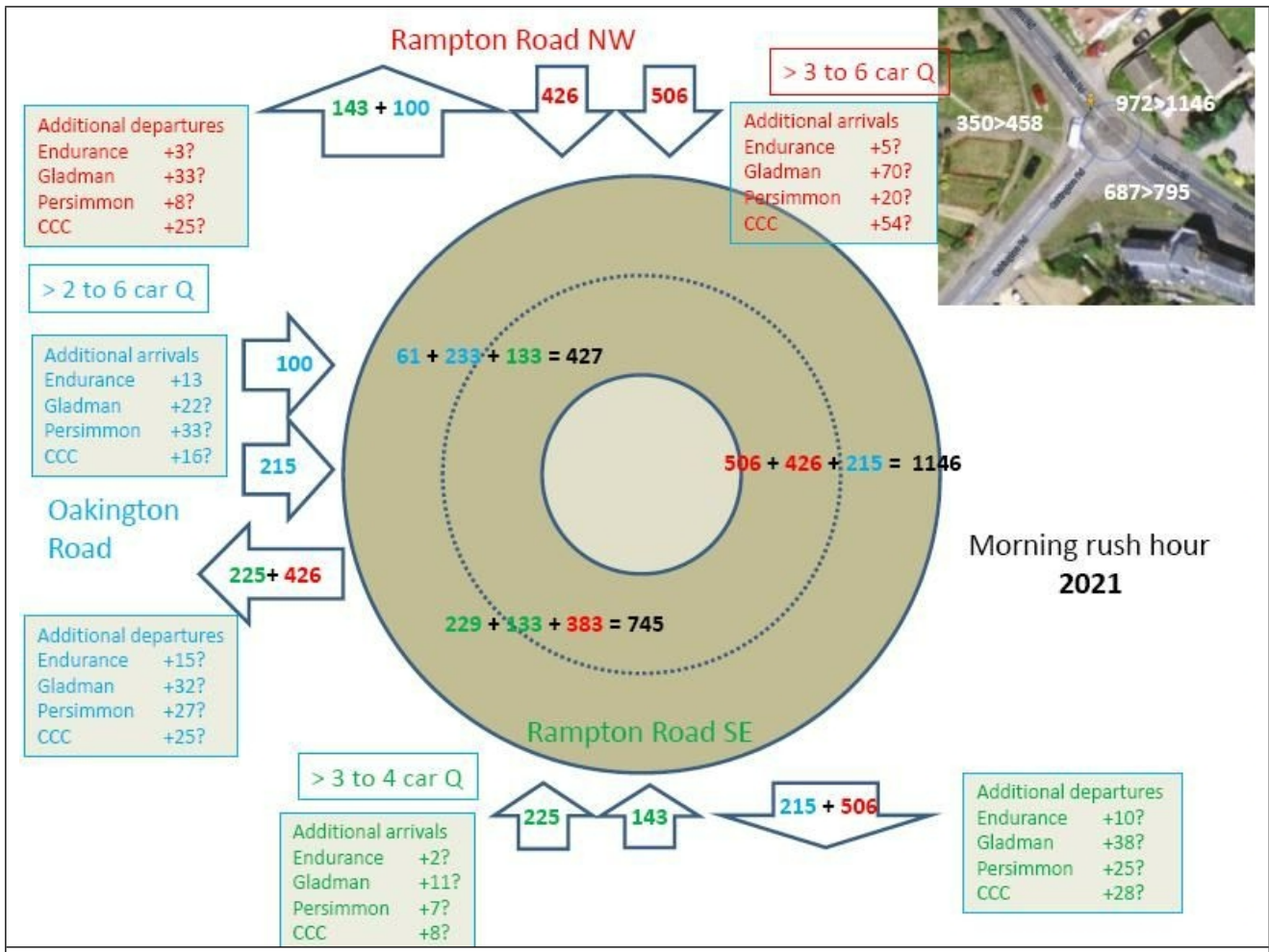
Persimmon (130) will add at least 90 trips to the morning load on Oakington Road, 65 into and **33 from**

**Approx. 20** will flow from the roundabout; about 13 from Rampton Rd N, **7 from Rampton Rd S**,

CCC (154) will add at least 120 trips to the morning load on Rampton Road, 84 into and **36 from**

Approx. 25 will flow from the roundabout, about 15 from Oakington Rd, **10 from Rampton Rd S**,

This will **add 30 to the 342 that arrive there today**, an increase of 10% that **will extend queue lengths**.



Effects of development proposals on morning peak flows

## 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

CCC (154) will add at least 120 trips to the afternoon load on Rampton Road, 36 into and **84 from**

Approx. 60 will flow from the roundabout, **about 20 from Oakington Rd**, 40 from Rampton Rd S,

This will **add 66 cars to the 369 that arrive there today**, an increase of **16%** 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,

CCC (154) will add at least 120 trips to the afternoon load on Rampton Road, **36 into** and 84 from

**Approx. 30** will flow towards the roundabout

This will **add 85 to the 235 that arrive there today**, an increase of 25% 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**,

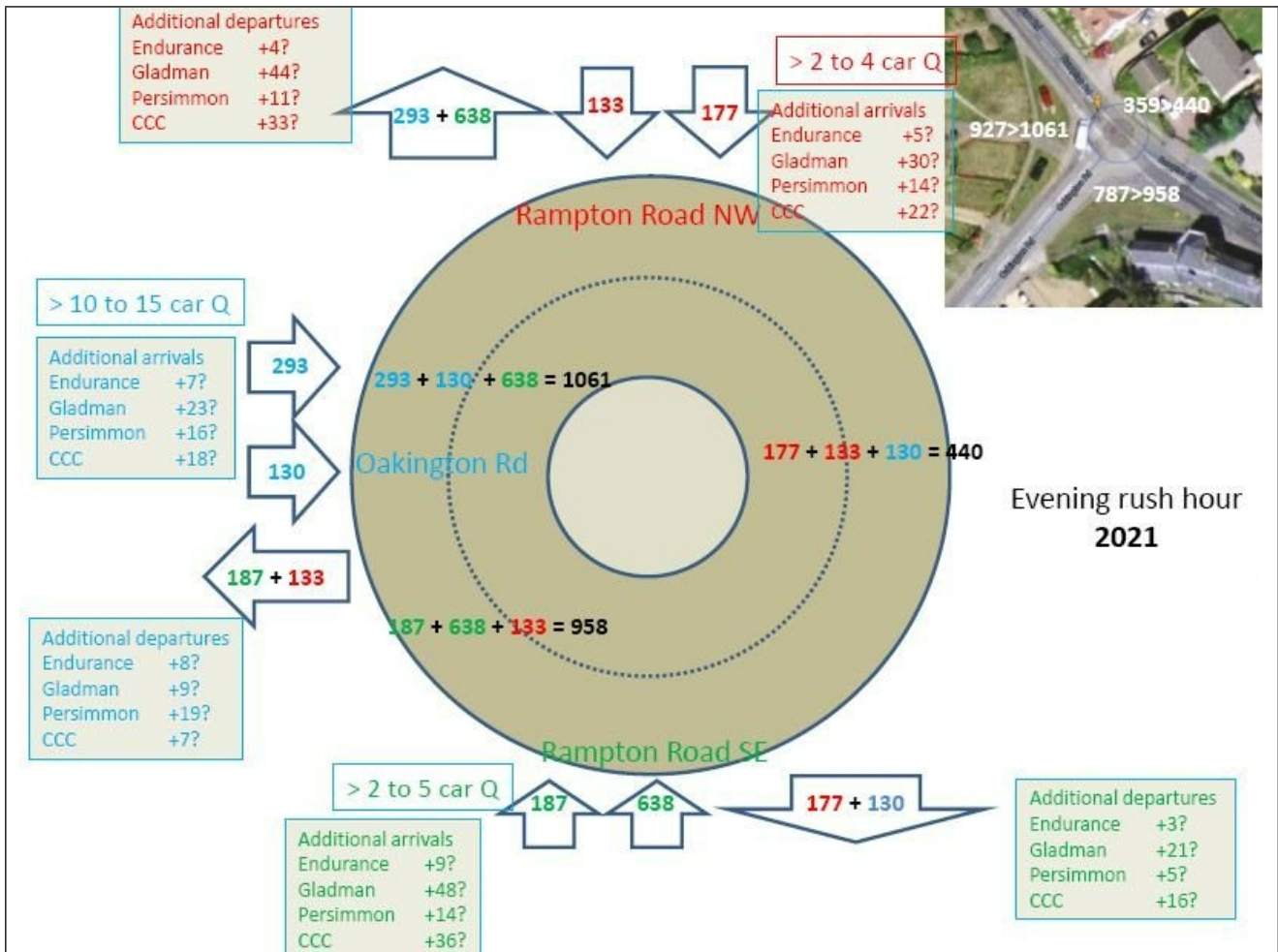
Persimmon (130) will add at least 90 trips to the afternoon load on Oakington Road, 33 into and **65 from**

**Approx. 20** will flow from the roundabout; about 6 from Rampton Rd N, **14 from Rampton Rd S**,

CCC (154) will add at least 120 trips to the afternoon load on Rampton Road, 36 into and **84 from**

Approx. 60 will flow from the roundabout, **about 20 from Oakington Rd**, 40 from Rampton Rd S,

This will **add 91 to the 709 that arrive there today**, an increase of 13% that **will extend queue lengths**.



Effects of development proposals on evening peak flows

## **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 100 from “tomorrow’s traffic

As 215 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 506 from “tomorrow’s traffic

As “only” 426 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 225 from “tomorrow’s traffic

As “only” 143 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 293 from “tomorrow’s traffic

As “only” 130 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 177 from “tomorrow’s traffic

As “only” 106 cars 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 187 from “tomorrow’s traffic

As only 638 cars would still be arriving **queue lengths would drop slightly.**

## **Conclusion**

Any of the major developments (Gladman S/1818/15/OL or S1411/16/OL or Persimmon S/1606/16/OL) 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.

Unless and until either of these developments has been ruled out, the consequences of an additional 20% increase in traffic on Rampton Road and the local road network must be regarded as **severe** and therefore refused under **NPPF32**.

**Appendix 2: Measurements taken by TSL Traffic Management on 26<sup>th</sup> 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	<b>91</b>	69	0	1	<b>70</b>
0715 - 0730	98	2	0	<b>100</b>	73	0	1	<b>74</b>
0730 - 0745	118	1	0	<b>119</b>	87	0	0	<b>87</b>
0745 - 0800	102	1	0	<b>103</b>	99	0	1	<b>100</b>
<b>Hourly Total</b>	<b>408</b>	<b>5</b>	<b>0</b>	<b>413</b>	<b>328</b>	<b>0</b>	<b>3</b>	<b>331</b>
0800 - 0815	112	1	2	<b>115</b>	83	0	1	<b>84</b>
0815 - 0830	107	0	2	<b>109</b>	68	0	0	<b>68</b>
0830 - 0845	98	0	1	<b>99</b>	59	0	0	<b>59</b>
0845 - 0900	88	1	0	<b>89</b>	46	0	0	<b>46</b>
<b>Hourly Total</b>	<b>405</b>	<b>2</b>	<b>5</b>	<b>412</b>	<b>256</b>	<b>0</b>	<b>1</b>	<b>257</b>
0900 - 0915	75	1	0	<b>76</b>	38	1	0	<b>39</b>
0915 - 0930	69	0	0	<b>69</b>	31	0	0	<b>31</b>
0930 - 0945	33	1	0	<b>34</b>	22	0	1	<b>23</b>
0945 - 1000	29	0	0	<b>29</b>	17	0	0	<b>17</b>
<b>Hourly Total</b>	<b>206</b>	<b>2</b>	<b>0</b>	<b>208</b>	<b>108</b>	<b>1</b>	<b>1</b>	<b>110</b>

<b>Session Total</b>	<b>1019</b>	<b>9</b>	<b>5</b>	<b>1033</b>	<b>692</b>	<b>1</b>	<b>5</b>	<b>698</b>
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1600 - 1615	35	0	0	<b>35</b>	19	0	0	<b>19</b>
1615 - 1630	44	0	0	<b>44</b>	23	0	0	<b>23</b>
1630 - 1645	41	0	0	<b>41</b>	24	0	0	<b>24</b>
1645 - 1700	27	0	0	<b>27</b>	13	0	0	<b>13</b>
<b>Hourly Total</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>79</b>
1700 - 1715	29	0	0	<b>29</b>	24	0	0	<b>24</b>
1715 - 1730	28	0	0	<b>28</b>	16	0	0	<b>16</b>
1730 - 1745	32	0	0	<b>32</b>	20	0	0	<b>20</b>
1745 - 1800	27	0	0	<b>27</b>	24	0	0	<b>24</b>
<b>Hourly Total</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>84</b>
1800 - 1815	20	0	0	<b>20</b>	28	0	0	<b>28</b>
1815 - 1830	34	0	0	<b>34</b>	14	0	0	<b>14</b>
1830 - 1845	26	0	0	<b>26</b>	17	0	0	<b>17</b>
1845 - 1900	23	0	0	<b>23</b>	13	0	0	<b>13</b>
<b>Hourly Total</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>

<b>Session Total</b>	<b>366</b>	<b>0</b>	<b>0</b>	<b>366</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>235</b>
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### 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
<b>Hourly Total</b>	<b>145</b>	<b>9</b>	<b>0</b>	<b>154</b>	<b>63</b>	<b>1</b>	<b>2</b>	<b>66</b>
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
<b>Hourly Total</b>	<b>216</b>	<b>2</b>	<b>0</b>	<b>218</b>	<b>116</b>	<b>0</b>	<b>5</b>	<b>121</b>
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
<b>Hourly Total</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>91</b>

<b>Session Total</b>	<b>452</b>	<b>13</b>	<b>0</b>	<b>465</b>	<b>264</b>	<b>4</b>	<b>10</b>	<b>278</b>
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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
<b>Hourly Total</b>	<b>143</b>	<b>2</b>	<b>0</b>	<b>145</b>	<b>401</b>	<b>1</b>	<b>3</b>	<b>405</b>
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
<b>Hourly Total</b>	<b>153</b>	<b>1</b>	<b>0</b>	<b>154</b>	<b>541</b>	<b>1</b>	<b>3</b>	<b>545</b>
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
<b>Hourly Total</b>	<b>63</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>339</b>	<b>3</b>	<b>3</b>	<b>345</b>

<b>Session Total</b>	<b>359</b>	<b>4</b>	<b>0</b>	<b>363</b>	<b>1281</b>	<b>5</b>	<b>9</b>	<b>1295</b>
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## 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
<b>Hourly Total</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>87</b>	<b>1</b>	<b>0</b>	<b>88</b>
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
<b>Hourly Total</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>177</b>	<b>3</b>	<b>0</b>	<b>180</b>
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
<b>Hourly Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>80</b>	<b>4</b>	<b>1</b>	<b>85</b>

<b>Session Total</b>	<b>114</b>	<b>0</b>	<b>1</b>	<b>115</b>	<b>344</b>	<b>8</b>	<b>1</b>	<b>353</b>
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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
<b>Hourly Total</b>	<b>154</b>	<b>0</b>	<b>1</b>	<b>155</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>95</b>
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
<b>Hourly Total</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>121</b>	<b>2</b>	<b>0</b>	<b>123</b>
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
<b>Hourly Total</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>93</b>

<b>Session Total</b>	<b>589</b>	<b>0</b>	<b>1</b>	<b>590</b>	<b>303</b>	<b>8</b>	<b>0</b>	<b>311</b>
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**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
<b>Hourly Total</b>	<b>307</b>	<b>3</b>	<b>0</b>	<b>310</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>
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
<b>Hourly Total</b>	<b>338</b>	<b>5</b>	<b>2</b>	<b>345</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>
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
<b>Hourly Total</b>	<b>168</b>	<b>3</b>	<b>1</b>	<b>172</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>

<b>Session Total</b>	<b>813</b>	<b>11</b>	<b>3</b>	<b>827</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>
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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
<b>Hourly Total</b>	<b>124</b>	<b>3</b>	<b>1</b>	<b>128</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>
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
<b>Hourly Total</b>	<b>123</b>	<b>1</b>	<b>0</b>	<b>124</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>
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
<b>Hourly Total</b>	<b>103</b>	<b>3</b>	<b>0</b>	<b>106</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>

<b>Session Total</b>	<b>350</b>	<b>7</b>	<b>1</b>	<b>358</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>
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**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
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>107</b>	<b>4</b>	<b>0</b>	<b>111</b>
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
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>161</b>	<b>3</b>	<b>2</b>	<b>166</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>113</b>	<b>4</b>	<b>0</b>	<b>117</b>

<b>Session Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>381</b>	<b>11</b>	<b>2</b>	<b>394</b>
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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
<b>Hourly Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>344</b>	<b>5</b>	<b>1</b>	<b>350</b>
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
<b>Hourly Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>559</b>	<b>3</b>	<b>1</b>	<b>563</b>
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
<b>Hourly Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>358</b>	<b>2</b>	<b>0</b>	<b>360</b>

<b>Session Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1261</b>	<b>10</b>	<b>2</b>	<b>1273</b>
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**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
<b>Hourly Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>
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
<b>Hourly Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>Hourly Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>

<b>Session Total</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>
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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
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>
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
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>

<b>Session Total</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>
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## Histon Road 26<sup>th</sup> 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
<b>Hourly Total</b>	<b>326</b>	<b>5</b>	<b>5</b>	<b>336</b>	<b>436</b>	<b>5</b>	<b>4</b>	<b>445</b>
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
<b>Hourly Total</b>	<b>439</b>	<b>5</b>	<b>4</b>	<b>448</b>	<b>709</b>	<b>11</b>	<b>5</b>	<b>725</b>
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
<b>Hourly Total</b>	<b>329</b>	<b>5</b>	<b>4</b>	<b>338</b>	<b>593</b>	<b>6</b>	<b>5</b>	<b>604</b>

<b>Session Total</b>	<b>1094</b>	<b>15</b>	<b>13</b>	<b>1122</b>	<b>1738</b>	<b>22</b>	<b>14</b>	<b>1774</b>
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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
<b>Hourly Total</b>	<b>521</b>	<b>4</b>	<b>6</b>	<b>531</b>	<b>291</b>	<b>3</b>	<b>4</b>	<b>298</b>
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
<b>Hourly Total</b>	<b>705</b>	<b>4</b>	<b>9</b>	<b>718</b>	<b>344</b>	<b>3</b>	<b>3</b>	<b>350</b>
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
<b>Hourly Total</b>	<b>505</b>	<b>1</b>	<b>5</b>	<b>511</b>	<b>266</b>	<b>5</b>	<b>4</b>	<b>275</b>

<b>Session Total</b>	<b>1731</b>	<b>9</b>	<b>20</b>	<b>1760</b>	<b>901</b>	<b>11</b>	<b>11</b>	<b>923</b>
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## Appendix 2: CCC Planning statement commentary

Section	Comment
2.6	3.4 ha of the Parish Council's Recreation Ground has been included in the development site against the wishes of the Parish Council and despite having a 99-year lease with no break clause allowing any part to be used for residential development. While there is a clause allowing part of the land to be reclaimed for an educational purpose, there is no proof of a need to develop any of this specific site for educational purposes. It is proposed as Local Green Space under the SCDC emerging Local Plan.
2.8	5.8 ha of Les King Wood has been include in the development site despite having been a public amenity for many years. It too is proposed as Local Green Space under the SCDC emerging Local Plan.
2.9	There is, as yet, no proof that any part of the site is needed for education expansion and there is alternative land nearby; indeed when the site was leased to Cottenham Parish Council in 2002, even this possibility was stated by the County Council as very unlikely.
2.10	The lease has no provision for recovery of any part of the leased land other than for an educational purpose and the original intent was only for road access.
2.11	The County Council has been aware for some time that a simple swap of land will be inadequate for Cottenham's recreation purposes. The Parish Council has offered to buy or lease additional land to make up for a shortfall in provision adjacent to the current facilities. Some of that additional land is now being proposed for housing development. The proposal restricts development of the Recreation Ground to a smaller than adequate size at a time when Cottenham's population is likely to expand whether by infill, development under the emerging Neighbourhood Development Plan or speculatively.
2.13	The proposed access points emerge on to a busy road.
2.14	Significant parts of the site have been proposed as Local Green Space in SCDC's emerging Local Plan.
2.15	Cottenham is only a Minor Rural Centre in SCDC's adopted Local Plan. This limits proposed housing developments to 30 and then only within the Village's Development Framework. Most of the quoted facilities, other than the Primary School, Village Hall and Recreation Ground are well beyond easy walking distance of the development site and the development will therefore encourage rather than discourage use of unsustainable transport means.
2.16	The site, being beyond easy walking distance (800 meters according to the Chartered Institute of Highways & Infrastructure) of the core village facilities, cannot be said to integrate into the existing settlement fabric without use of unsustainable forms of transport.
3.4	In the representative survey for the Neighbourhood Development Plan, 64% of respondents felt Cottenham did not need more 5-bedroom houses.
3.5	Access points open on to road with fast traffic; width of proposed path / cycleway unclear.
3.7	Most of the site will be located an unsustainable distance - more than 400 metres - from the Citi8 bus stops in Lambs Lane which are the only ones that are on a regular bus service.
3.8	Contrary to the Travel Plan statement, this site is an unsustainable walking distance from both public transport bus stops and most village facilities.
3.11	Parts of the site are proposed as Local Green Space in the SCDC emerging Local Plan.
3.12	If les King Wood was planted 16 years ago a "strategic approach to ensuring that development can be assimilated" then the statements made dismissing the future likelihood of the need to recover leased land for educational purposes appear cynical or worse.
3.14	Cottenham does not have an "existing urban fringe"; indeed the Village Design Statement urges that particular attention is paid to conservation of the village edge.



3.15	Admitted “moderate” to “major adverse” effects on the surrounding public and private receptors should never be disregarded outside the development framework of a rural village. Indeed the views from the Grade II listed Water Tower, Village Hall and recently-constructed Sports Pavilion will be compromised, especially autumnal sunsets.
3.18	The views from the Grade II listed Water Tower, Village Hall and recently-constructed Sports Pavilion will be compromised, especially autumnal sunsets.
3.19 - 3.20	Flood risk in Cottenham is real and each development increases risk. Much of the land proposed for development is hard to drain as evidenced by the difficulty sustaining football pitches even on higher parts of the ground during winter months. Much of the necessary information on the proposed SUDS is absent, making it difficult to judge whether the scheme can achieve the 1.1 litres / second per hectare necessary for the pumps of the Old West Internal Drainage Board to cope with inflows into the Catchwater Drain. The location of the retention pond within Les King Wood appears cynical given its proposed designation as Local Green Space under SCDC’s emerging Local Plan.
3.29	The tree survey appears to ignore the effects of locating the retention pond within Les King Wood with considerable loss of trees.
3.31	More specific information will be needed on the arrangements for replacing lost mature trees on-site.
3.33	We are concerned about proposed soil investigation on any land currently in use for recreational purposes.
3.36	As previously, a land swap is inadequate compensation for future containment within a smaller than necessary formal recreation space, especially given the major investments in facilities made or in hand on the site. The suggested “additional full-size FA standard pitch” is not additional and would require considerable investment over several years to bring into use. The leased “third field” is already used for football and other sports especially by Cottenham United Colts FC. Recent investment in drainage has extended its usability.
3.38	While ST/5 and DP/7 may currently be inapplicable, NPPF 14 still requires any development to be sustainable economically, socially and environmentally. Environmental and social disadvantages arising from traffic generated, flood risk, distance from village facilities, including public transport and impact on the landscape etc. outweigh the economic advantages of additional housing.
3.47	Only a limited notice period was given for the local consultation and no attempt has been made to reconcile the views expressed in the 973-strong representative survey conducted recently for Cottenham’s Neighbourhood Development Plan against the unrepresentative 76 responses received to his consultation. This applies particularly to the 580 people who disagreed (270 agreed) with the idea of having a 200-250 home estate with 100 affordable homes, the 85% worried about increased traffic from development, or the 568 worried about pressure on school places.
5.10- 5.15	While ST/5 and DP/7 may currently be inapplicable, NPPF 14 still requires any development to be sustainable economically, socially and environmentally. Environmental and social disadvantages arising from traffic generated, flood risk, distance from village facilities, including public transport and impact on the landscape etc. and as yet unmitigated pressure on various public facilities and services, outweigh the economic advantages of additional housing. In addition, there is the question of whether or not CCC has any legal right to develop key parts of this land for housing.
5.17	The relative isolation of the site by virtue of distance is likely to minimise use of local village facilities and encourage more use of car transport.
5.18	The proposal ignores the environmental and health damage caused by increased use of car transport as a result of distance from the village facilities.
5.19	Appreciation of landscape is a subjective concept but inevitably much more appreciated

	by those who live and work in the countryside than property developers. Once gone, it is gone forever.
5.20 - 5.27	The sustainability case under <b>NPPF14</b> is unproven. Indeed the balance between environmental and social damage arising from traffic generated, flood risk, distance from village facilities, including public transport and impact on the landscape etc. and as yet unmitigated pressure on various public facilities and services, sufficiently outweighs the economic advantages of additional housing. The proposal is unsustainable under NPPF14 despite the current lack of 5-year land supply.
5.28	The development is likely to lead to severe effects on the local transport network and should be refused under <b>NPPF32</b> as a result of increased traffic on a network of roundabouts which have already been acknowledged as subject to overload in the morning peak hour with no effective mitigation having yet been proposed.
5.29	The development, being more than easy walking distance from village facilities, cannot be regarded as giving priority to pedestrian movements nor having access to high quality public transport facilities within 400 metres. This is unsustainable under <b>NPPF35</b>
5.32	Bus travel may be viable for some residents of the site, provided they can accept the 500+ metre walk to the nearest effective bus stop and tolerate a 1-hour plus commute into Cambridge centre. Cottenham's facilities generally lie more than 800 metres from most houses on the site so most residents are likely to use a car for most of such journeys.
5.33- 5.34	The site location and limited access to alternative services will limit the effectiveness of any Travel Plan in reducing car journeys.
5.38	Cottenham's representative survey for the Neighbourhood Development Plan elicited residents' views on types of the amount and type of housing need in the village.
5.41	The proposed land swap neither increases pitch provision nor provides adequate space for current, let alone future needs.
5.44	The site favours the fit cyclist over the average resident and is not sufficiently well linked to Cottenham for all demographics which will, most likely revert to use of a car.
5.45 - 5.46	The site is adjacent to a flood drain whose water has to be pumped up several metres into the Cottenham Lode before draining via the embanked Great Ouse to the Wash and North Sea. Insufficient attention has yet been applied to the challenge of designing a drainage system capable of attenuating heavy rainfall, limiting the run-off below the pumping capacity and maintaining performance over a very long life.
5.57	The economic advantages are outweighed by environmental and social disbenefits.
5.61	Proposed conformance with the Village Design Statement restricts damage to views of the village from Rampton Road. The need for additional formal recreation space needs to be at the existing Recreation Ground if duplication of facility investment is to be avoided. Les King Wood is already regarded locally – by both Cottenham and Cambridgeshire County Council - as part of Cottenham's Open Space. It is also proposed as protected Local Green Space under the emerging SCDC Local Plan. Any replacement tree planting should be within the site and of equivalent maturity and quality.
7.1	The proposal is substantial and would pressurise a wider range of community facilities and services than identified here especially Indoor Community Facilities and Burial Ground provision.
8.1 - 8.11	The proposal has not been shown to be sustainable under NPPF nor can parts of the site be developed for anything but an educational purpose.