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10th February 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 S1606/OL - Development off Oakington Road, Cottenham

Cottenham Parish Council has reviewed the recently-notified material provided on behalf of the above application and continues to strongly recommend refusal of this proposal.

We note the proposed changes with the following observations:

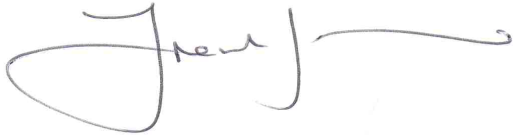
- a) There is an assertion that established access rights would enable the developer to upgrade the surface of the track to provide a shorter pedestrian-only access route between the site and the village core. We challenge this assertion, especially as it may compromise established vehicle access held by neighbours. We also doubt that the path can be suitably upgraded with footway lighting to keep it safe for use as a pedestrian access route to the village. These issues should be resolved beyond legal doubt before the route can be used to establish distances from the village core or any development permission considered. A solicitor's incomplete opinion is not enough to remove this doubt which could prevent or considerably delay construction, reducing the claimed benefit in terms of housing delivered.
- b) Linking the proposed development sites reinforces the potential for these developments to become an unsustainable "Little Cottenham", closely connected to one another but detached from the established settlement, more than 800 metres walking distance from most village facilities and more than 400 metres from the nearest bus stop with a frequent public transport service to Cambridge. In addition, we remain concerned that the linkage risks creating a "rat-run" as traffic attempts to by-pass the overloaded Oakington Road / Rampton Road roundabout. Since no other application has yet been approved, this routing cannot be claimed as a second vehicular access route, necessary – according to Cambridgeshire Fire & Rescue - for schemes of more than 100 houses.

- c) The proposed “improvement” to the Oakington Road / Rampton Road roundabout may, considering this proposed development in isolation, be enough to reduce congestion at this overloaded roundabout however the traffic calculations made are not as robust as claimed and the proposed layout changes to the roundabout introduce planning and safety risks:
- a. The traffic data used and the subsequent modelling is not as robust as claimed and, as a result, there will be even more frequent overloading of this and subsequent roundabouts in the local road network. Understandably the traffic consultants have attempted to downplay the likely traffic levels and ignore the possible consequences of cumulative developments. Our own assessment of the traffic consequences of cumulative development show that even the more draconian solution to this roundabout proposed by Gladman’s consultants, and adopted here, is unlikely to cope with the traffic levels in a manner consistent with respect of the setting of the neighbouring listed buildings and the wider setting within a village.
 - b. The inclusion of speed cushions to manage traffic speeds along Rampton Road is an issue of concern to residents, especially those adjacent to the cushion sites, as we receive regular complaints about noise and vibration caused by bumps elsewhere in Cottenham. We understand a local consultation will be needed before these can be approved.
 - c. The roundabout is within the setting of the **Grade II listed 1853 Moreton almshouses** and would bring heavy traffic closer to them with vibration likely to compromise these foundation-less buildings, while 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 the threats posed, especially by larger articulated vehicles manoeuvring around, and often across, such a roundabout. The number of elderly neighbours to the roundabout must require a higher than usual standard of road safety, otherwise these, otherwise truly affordable, homes will become impossible to let to those who most need them.
 - The applicant has not, as required by **NPPF 128**, described the significance of this heritage asset in the context of the development nor has the impact of the development been properly assessed applying the necessary expertise.
 - Under **NPPF 129**, SCDC as the Local Planning Authority should identify and assess the particular significance of any heritage asset affected taking account of any necessary expertise – presumably the SCDC Design Enabling Panel in this case with advice from external independent specialists.
 - 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 following water being splashed up from standing puddles by passing vehicles. 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 and other possible developments.

Any development leads to considerable amounts of “muckaway” traffic which, if routed through Cottenham, passes very close to the fronts of many houses in the Conservation Area, many being Grade II listed. In the event of this application being approved, we request a condition preventing that traffic flow through Cottenham High Street.

All other points we have previously raised continue to apply. Permission should be refused.

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