

Outline planning permission (with all matters reserved except access and strategic landscaping) for up to 215 dwellings, including affordable housing, and land reserved for nursery use (Use Class D1), open space including strategic landscaping, play areas, sustainable drainage features and associated infrastructure including foul sewerage pumping stations.

Land to East of Old Pinewood Way and Ridgeway, Papworth Everard

Comments from Papworth Parish Council

Papworth Parish Council have concluded that the application should be refused. The concerns of the parish are summarised into four sections below which are 'education', 'transport', 'sustainability' and 'drainage'. Below each of the three sections is an explanation as to how these concerns have been addressed by the applicant.

Education

- Pendragon Primary School is running at full capacity, especially in the foundation Stage with current students at the Primary school being denied places due to capacity. There are also other developments within the village with permission which will add more houses to this permission
- County Council commissioned a MileStone One report published in July 2015 showing it is feasible to increase the school site from 2FE to 2.5fE but an increase to 3FE will actually be required for this application and other approved applications but there has been no report to establish the feasibility of this.
- Another option from the MileStone One report proposed the relocation of the existing pre school on the pendragon Primary school to another site and Bloor homes has proposed to provide land for this purpose. The parish feels the provision of childcare services needs to be increased following government plans to double free childcare hours for 3 and 4 year olds.
- Current access to the primary school is via Varrier-Jones Drive which becomes extremely congested during school times with a lack of parking space for drop offs, and this will get worse with any increase to the school site and without County Council Highways engagement in the MileStone report this may not improve.

How education concerns have been addressed:

- Under ref: S/0623/13/FL (Church Lane) no primary school contribution was sought as adequate primary school capacity existed;
- The applicant will provide funding to aid with the delivery of an extension to the current primary school that will amount to four additional classrooms. The current application for up to 215 dwellings is only expected to generate a need for 2 ½ classrooms and so the proposed extension to Pendragon Primary School will cater for children outside of those associated with the Bloor Homes development. It should be noted that it is not this applications role to deal with any existing deficits, but by contributing to a four classroom extension the applicant will be helping the County Council to deal with such shortfalls. A beneficial impact will therefore arise.
- The applicant submitted a 'Walk to School Assessment' which has been accepted by the County Council. The assessment demonstrates that the farthest point of the application site to the primary school is 1.2km. This is within the maximum recommended distance of 2km as outlined by the IHT Guidelines. The walk to school has either low traffic flows due to speed limits and speed cushion calming features in place, or the route has continuous

footways with uncontrolled crossing points hence the routes are all non hazardous. The assessment therefore concluded that 'The development is sustainable, provides good footpath and footway linkages to the local school Pendragon Community Primary School in an urban area in Papworth Everard.'

Transport

- The primary mitigation for the increase of 128 outbound vehicles during AM peak hour in the village will be by providing funding to provide an additional bus services between 8-9am arriving in Cambridge by 9am to reduce the number of vehicle trips using the A428 during AM peak hour by 65 vehicles. The Parish is concerned this doesn't address evening peak hour traffic and if the bus services aren't used congestion will be increased.
- Access to the proposed development will be from Ermine Street via Wood Lane and Ridgeway. The parish is concerned Wood Lane will be subject to high volumes of traffic during peak periods with traffic trying to leave the village and access the proposed site.
- A site beyond the village framework is not appropriate for development due to the removal of informal/formal connections to the neighbouring residential area of Old Pinewood Way. The applicant can't guarantee providing these links. There will be no formal all weather hard surfaced paths through the woodland into the village centre this will be unsuitable to wheelchairs and pushchairs.
- All weather routes into the village centre and other parts are vital for social integration and reduce car dependency for internal village travel.
- Replacing informal routes for informal routes is unnecessary and will have no impact on travel time for residents. The distance from the southern end of the site to the vehicular access onto ridgeway is about 550m which adds a significant distance to journeys to the village centre compared to a hard surface pedestrian path connecting the southern end of the site to the village centre.
- The proposal to widen part of Ridgeway will need the removal of two Oak trees which are at least 60 years old important to the landscape and character of the area. The parish strongly support the retention of the trees and although the applicant is replacing the trees with 4 newly planted oaks, such mature trees are effectively irreplaceable as it will take time for new trees to match the existing surrounds.
- The oak trees are TPO quality and the preservation orders have been prepared by the SCDC trees officer but they have not been signed and confirmed.

How transport concerns have been addressed:

- The developer in partnership with Whippet is proposing to increase the regularity of X3 services between Papworth and Cambridge which will offer additional services from Papworth in the AM at 7:48, and in the PM at 16:20, 18:35 and 20:05, with additional services leaving from Cambridge in the PM at 17:45, 19:15 and 21:15. The additional bus services allow those travelling from Papworth to Cambridge and locations in between to arrive during the AM peak period. While the additional PM peak and evening services allow those returning from Cambridge to Papworth greater opportunity and flexibility in when to undertake their return journey, making the use of the bus a more attractive option for some. The additional services have the potential for residents of the development and existing residents of Papworth to travel by bus as an alternative to the private car, therefore removing car journeys from the network.

The developer is also offering a 6 month free bus ticket to each household to enable residents of the development to try the bus services and establish

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travel patterns without the initial outlay of the bus ticket. The intention is for residents to continue to use the bus once the 6 months has passed, once travel patterns have been established.

Although bus use cannot be guaranteed the County Council consider that the increase in bus services, provision of 6 months free bus travel, provision of RTPI at the local bus stop, and other mitigation measures including the Travel Plan and cycleway have the potential to encourage residents of the development to use alternative forms of transport other than the private car. In addition, it is important to note the further 'second order' benefits - Provision of additional sustainable transport infrastructure that directly benefits this development may also allow other Papworth residents to make sustainable transport choices. If this reduces car use by existing residents, this also means that the net traffic impact of the development proposals overall is reduced.

- The applicant has utilised recognised junction modelling software to undertake capacity analyses of the development access, The Ridgeway/ Wood Lane, Wood Lane/ Ermine Street junctions. The inputs into the models are considered to be acceptable to the County Council for the purposes of the application. The results of the assessment demonstrate that there is sufficient capacity available within each of the junctions to accommodate the development and the development will not result in a severe impact at any of these junctions.

The Technical Note 3 Revision E includes an assessment of the Wood Lane traffic calming which provides two points where vehicles have to give way to on-coming vehicles. The analysis indicates that the development will result in additional flow along Wood Lane however the delay is not expected to result in a severe impact at the traffic calming on Wood Lane.

- The scheme has been amended to show the provision of informal routes within the site. Furthermore, the applicant has agreed to fund upgrades to the public footpaths running both through and adjacent to the site. No formal public footpaths will be removed or diverted as part of the scheme.
- Public footpath no. 4, which links the SW corner of the site to the village centre, will be upgraded to an all weather bound surface and will be lit as requested by the Parish.
- Following an agreement from the applicant to upgrade Public Footpath No.4 to an all weather surface all residents in the southern part of the site will be within 800m of the local centre and doctor's surgery.
- It is considered that the provision of four semi-mature oak trees adequately mitigates the loss of the existing two mature oaks. There is adequate space along the Ridgeway for the planting of four semi-mature oaks. The District Council's tree officer has supported this position.
- The District Council has decided not to place TPO's on the two mature oak trees along the Ridgeway given the need to widen the road.

Sustainability

- Factors not considered include the removal of Papworth Hospital to the Cambridge Biomedical Campus which has been set for April 2018. This will cut the employment base of the village by more than 1800 jobs immediately reducing the sustainability of the village.

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- The parish understands roughly 200 village residents are hospital staff or work for contractors providing services to the hospital. It is likely a high proportion of these workers will not be able to relocate to housing nearer the new hospital site and will continue to reside in the village adding further commuting from Papworth to Cambridge and this has not been taken into account by the applicant.
- Any replacement employment at the hospital site is likely to be partial and happen slowly.

How sustainability concerns have been addressed:

- 'Policy E/5: Papworth Hospital' of the emerging Local Plan states:
 1. *The reuse or redevelopment of the Papworth Hospital site, as defined on the Policies Map, will be permitted based on a sequential approach to finding replacement uses beginning with healthcare.*
 2. *Only if a suitable healthcare use or uses cannot be found after the site has been marketed for healthcare for a period of no less than 2 years before the final closure and vacation of Papworth Hospital would other employment uses within the B1 Business Use Class compatible with this location in the centre of Papworth Everard be permitted.*
 3. *Any scheme must: a. Maintain the vitality and viability of Papworth Everard village; b. Maintain the housing and employment balance of the village; c. Maintain the present setting of Papworth Hall; and d. Preserve buildings on the site identified in the Papworth Everard Conservation Area Appraisal that contribute to the setting of the village and history of the site.*
 4. *New housing development and/or redevelopment for housing will not be permitted. Conversion of existing buildings of character for residential use may exceptionally be permitted where it would be the most appropriate use of the buildings and recreate the character of the original Papworth Hospital buildings fronting the historic landscaped parkland setting of Papworth Hall.*

The policy illustrates that it is the intention of the council to retain employment uses on the Papworth Hospital site which will help to ensure that Papworth retains its position as a sustainable Minor Rural Centre.

Drainage Amendments

- There is no flood risk to the proposed Ridgeway development but the Parish Council is concerned the proposed solution will increase the risk of flooding elsewhere in the village.
- The proposal will provide an outfall for surface water drainage about 210m south of the housing area at the Ridgeway development with an outfall into the Wood Brook carrying the water through the centre of the village.
- Hamden Way housing area is most at risk from this where Wood Brook runs in a culvert. There has been previous flooding in Hamden Way.
- The Applicant claims the total runoff from the ridgeway development will not increase but by directing water through a ditch and allowing it to out fall into wood Brook must increase the speed of run off.

How drainage concerns have been addressed:

- The drainage strategy will collect surface water run-off generated on site and convey it to attenuation structures (basins/ponds) within the site. Discharge from the site to the watercourse to the south will be at no more than existing discharge rates from the undeveloped site. Therefore the risk of flooding in the village will not increase as a result of the development.

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- The southern part of the site will outfall to the watercourse to the south of the site which runs through the centre of the village. This strategy follows the existing drainage regime, albeit formalised through the provision of a new swale linking the site to the watercourse rather than the meandering ditches which run through the wooded area between the ditch and the site.
- The rate of run-off from the site will not be increased post development. The proposals are in accordance with the Environment Agency and Cambridgeshire County Council requirements that discharge is limited to the equivalent greenfield run-off rates from the site.

The rate of run-off, is controlled by a flow control device which limits the run-off to the equivalent greenfield discharge rate. This meets the requirements of Cambridgeshire County Council and is as recommended in national guidance and best practice documents.