

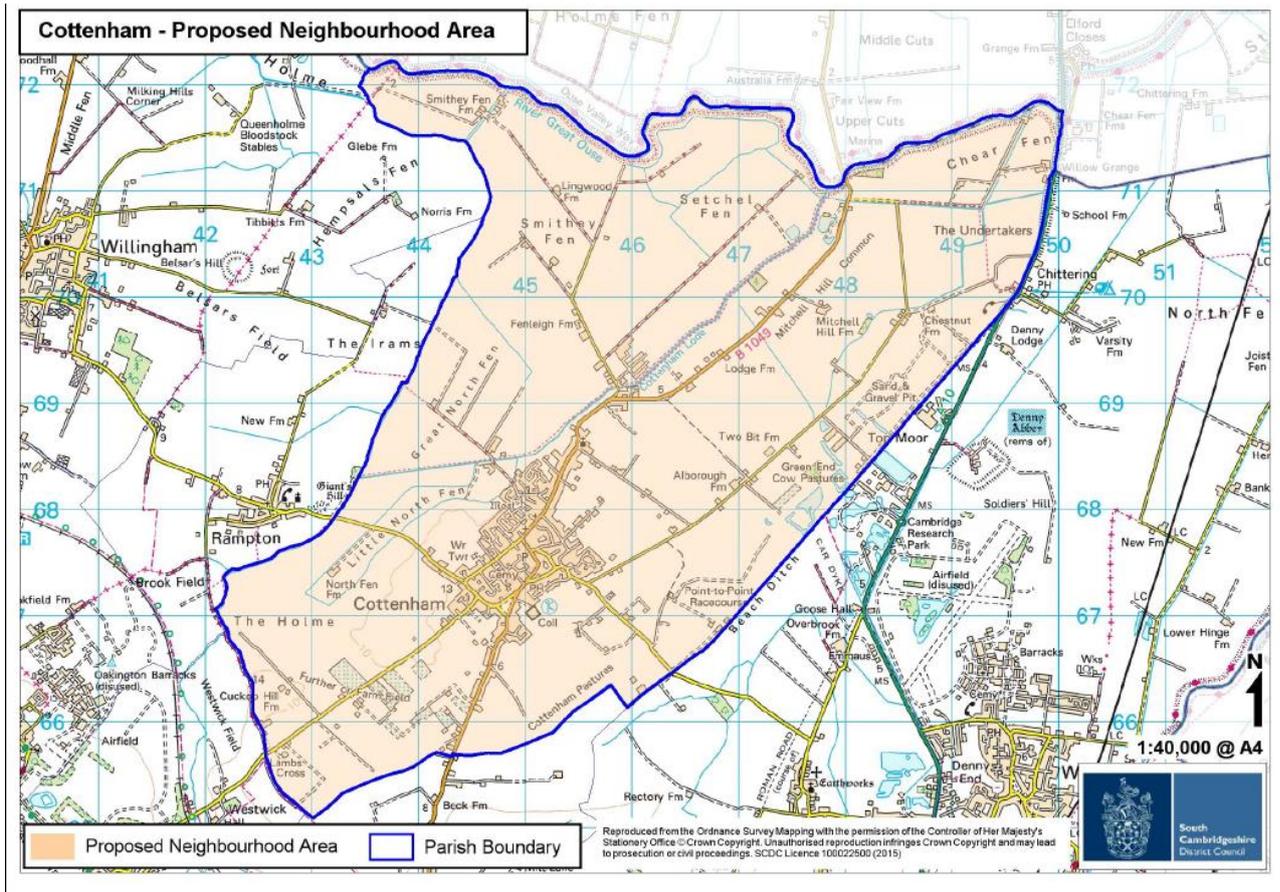


Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

Cottenham Civil Parish

Neighbourhood Development Plan

2017 to 2031



Cottenham Parish Council

Pre-submission Draft Plan v3.1a

October 2017

In 2031 Cottenham will still be an attractive safe rural village, proud of its character and retaining its sense of community with improved amenities and facilities, reduced impact of traffic, especially in the centre of the village, and having more affordable housing for the next generation of residents.

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Foreword

Cottenham has a long, varied history with much of its character deriving from the collection of architecturally-significant homes and buildings along the High Street, five arterial minor roads that link it to neighbouring villages and the wider undeveloped fenland within which it lies.

To be sustainable, a village should provide local homes and employment opportunities for current and future generations, with adequate education, health, leisure and recreation facilities within easy walking distance for most residents and good public transport links.

Cottenham's radial expansion threatens that sustainability. Some residents may be able to walk or cycle into the village centre, but many will be tempted to stay at home or use the car and, once mobile, travel to other villages or cities rather than support Cottenham's amenities.

This Neighbourhood Development Plan includes measures to reverse some of the effects of that unsustainable arterial expansion by adding new homes, employment opportunities and improved facilities and services within easy walking distance of the village centre, while mitigating some of the traffic issues.

Why should Cottenham have a Neighbourhood Development Plan?

Without some development, Cottenham risks becoming an expensive dormitory town for rapidly-growing Cambridge, with through-traffic increasing as commuters move to lower-priced housing elsewhere. Too much, or inappropriate, development will destroy the character of the village forever. A Neighbourhood Development Plan, alongside South Cambridgeshire's Local Plan, can guide where and how much development should be allowed.

What's next?

Recent planning permissions have materially changed the draft plan requiring further consultation. Comments on this draft will inform the Submission version to be published by South Cambridgeshire District Council for comment and independent examination. If successfully examined, the Referendum version of the plan will be prepared and become part of local planning law if a majority vote for it in the subsequent referendum.

Thanks to:

- Working Party
- Neighbourhood Plan Ambassadors who have provided a useful sounding board
- Survey participants who provided much of the evidence base on which the plan is based
- Cottenham Parish Council for supporting the project
- Village Design Group, without which, Cottenham would have succumbed to piecemeal development

A handwritten signature in black ink, appearing to read 'John J. ...'.

Chair, Cottenham Parish Council

Page 2

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Contents

Foreword	2
Why should Cottenham have a Neighbourhood Development Plan?.....	2
What’s next?	2
Thanks to:.....	2
1 Context.....	7
National and local planning policy	7
The parish and village	7
Preparation of the plan.....	8
2 Format of the plan	11
3 Surveys, Key issues, Vision & Objectives.....	12
Neighbourhood Plan survey (NP survey)	12
Vision Plan survey (VP survey)	12
Key issues	13
Vision.....	14
Objectives	14
Policies	14
Site-specific Policies	14
Site Reference	14
4 Conserving the village character.....	15
Policy C/1: Landscape character	15
Policy C/2: Village character	17
Policy C/3: Heritage character	21
Policy C/4: Open Spaces & Tree conservation	24
5 Improving Amenities & Facilities	27
Figure 10: Amenities & Facilities Policy Map	27
Policy AF/1: Medical & Day Centre	28
Policy BF/4: Co-op site (X6 in Figure 29)	30
Policy BF/2: Durman Stearn site (X4 in Figure 29)	31
Policy BF/3: Watson’s Yard / Fire Station site (X5 in Figure 29)	32
Policy AF/2: Multi-purpose Village Hall	33
Policy BF/1: King George V Field & Recreation Ground (X2 in Figure 29).....	37
Policy AF/3: Nursery.....	38
Policy BF/1: King George V Field & Recreation Ground (X2 in Figure 29).....	40
Policy AF/4: Primary School	41
Policy GF/1: Field (X3 in figure 29)	42



Cottenham Neighbourhood Development Plan

Pre-submission working draft v3.1a 171012

Policy GF/7: Field ()	43
Policy AF/5: Sports facilities	44
Policy GF/2: Field (larger of the two sites in Figure 9)	46
Policy GF/3: Allotments site (X1 in Figure 29)	47
Policy AF/6: Play facilities	48
Policy AF/7: Supermarket	49
Policy BF/3: Watson's Yard / Fire Station site (X5 in Figure 29)	51
Policy BF/4: Co-op site (X6 in Figure 29)	52
Policy BF/2: Durman Stearn site (X4 in Figure 29)	53
Policy AF/8: Extension of burial grounds	54
Policy GF/4: Land in the vicinity of All Saints' Church (X8 in Figure 29)	56
6 Providing more housing	57
Policy H/0: Residential framework	58
Policy H/1: New affordable housing development	60
Policy H/2: New housing sites	61
Policy H/3: Cluster design	64
7 Encouraging Employment	66
Policy E/1: Village employment	66
Policy E/2: Rural employment	67
Policy E/3: new Durman Stearn site	68
8 Reducing the impact of traffic	70
Policy T/1: Improved off-road routes within Cottenham	70
Policy T/2: Improved access to countryside	72
Policy T/3: Improved public transport	73
9 Site assessment and allocation	75
10 Site-specific policies – greenfield sites	78
Policy GF/5: Field (X9 in Figure 29)	79
Policy GF/6: Field (X10 in Figure 29)	80
Policy GF/7: Field (X12 in Figure 29)	81
11 Site-specific policies – brownfield sites	82
Policy BF/5: Broad Lane Industrial Estate site (X13 in Figure 29)	83
Policy BF/7: Voland Industrial site (X7 in Figure 29)	84
12 Action plan (not statutory policies)	85
Appendix A: Glossary	87
Appendix B: Bibliography	89
Appendix C: Cottenham's Scheduled Monuments & Listed Buildings (2017)	90

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



Scheduled Monuments90

Listed Buildings91

Appendix D: Drainage & Flooding.....92

Appendix E: Traffic & Transport Strategy – key themes.....93

 Changing the character and speed of traffic throughout the village.....93

 Improving pedestrian safety93

 Improving public transport links, especially with Cambridge.....93

 Improving cycle links.....93

Appendix F: Cottenham Community Bus scheme94

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Embedded red text to be linked to the glossary^G or bibliography^B



Figures

Figure 1: Cottenham Civil Parish Neighbourhood Area	8
Figure 2: Table of key issues	13
Figure 3: The NP Golden Thread: Vision > Objectives > Policies.....	14
Figure 4: Map and Key vistas of and around Cottenham	16
Figure 5: Cottenham centre, including key pedestrian distances.....	19
Figure 6: Cottenham’s variety of architecture.....	20
Figure 7: Cottenham’s Conservation area	22
Figure 8: Some of Cottenham’s 66 Grade II Listed Buildings	23
Figure 9: Cottenham’s Public Open Spaces	26
Figure 10: Amenities & Facilities Policy Map	27
Figure 11: Reasonable alternative locations for AF/1 Medical Centre	29
Figure 12: Probable location for AF/2 Village Hall	36
Figure 13: Probable location for AF/3 Nursery	39
Figure 14: Possible alternative locations for AF/4 Primary School extension	41
Figure 15: Reasonable alternative locations for AF/6 Sports facilities	45
Figure 16: Reasonable alternative locations for AF/6 Play facilities.....	48
Figure 17: Reasonable alternative locations for AF/7 Larger supermarket.....	50
Figure 18: Indicative layout of a 600 plot graveyard.	55
Figure 19: Reasonable alternative locations for AF/8 Burial ground extension	55
Figure 20: Proposed extensions to Cottenham’s Development Framework *	59
Figure 21: Limits of easy walking distance from village centre	62
Figure 22: Reasonable alternative locations for H/2 housing sites (brownfield)	63
Figure 23: Reasonable* alternative locations for H/2 housing sites (greenfield).....	63
Figure 24: Sites that may increase employment (to be completed)	69
Figure 25: Map - Current and proposed off-road links between open spaces.....	71
Figure 26: Map – current and proposed access areas for country walks	72
Figure 27: Reasonable alternatives for community bus routes (illustrative)	74
Figure 28: Map of the Cottenham sites in the 2013 SHLAA	76
Figure 29: Cottenham assessed and potential sites	77
Figure 30: Locations of Scheduled Monuments & Listed Buildings.....	90



1 Context

National and local planning policy

- 1.1 This **Neighbourhood Development Plan**^{G1} for Cottenham sets out a number of parish-specific planning policies to govern land use and development from 2017 to 2031.
- 1.2 It has been written to complement rather than duplicate existing national and district policies.
- 1.3 The **National Planning Policy Framework**^{B1} sets out national planning policy. The **Planning Practice Guidance**^{B2} provides practical advice on how that policy is to be implemented.
- 1.4 South Cambridgeshire District Council, as the **Local Planning Authority (LPA)**^{G2} is responsible for the production of the emerging **Local Plan**^{B3}, which sets out strategic planning policies in the District up to 2031. In the adopted **Local Development Framework**^{B4}, the **Core Strategy**^{B5} and **Development Control Policies**^{B6} set out the immediate context for the preparation of this plan, notably housing requirements, and policies on issues such as employment, open space and infrastructure.
- 1.5 Cottenham's **Village Design Statement**^{B7}, originally approved as a **Supplementary Planning Document (SPD)**^{G3} in 1994 and updated in 2007 sets out a wide range of advisory material, much of which is now absorbed into local planning criteria. The design principles and some Cottenham-specific policies have been retained or adapted in this plan.

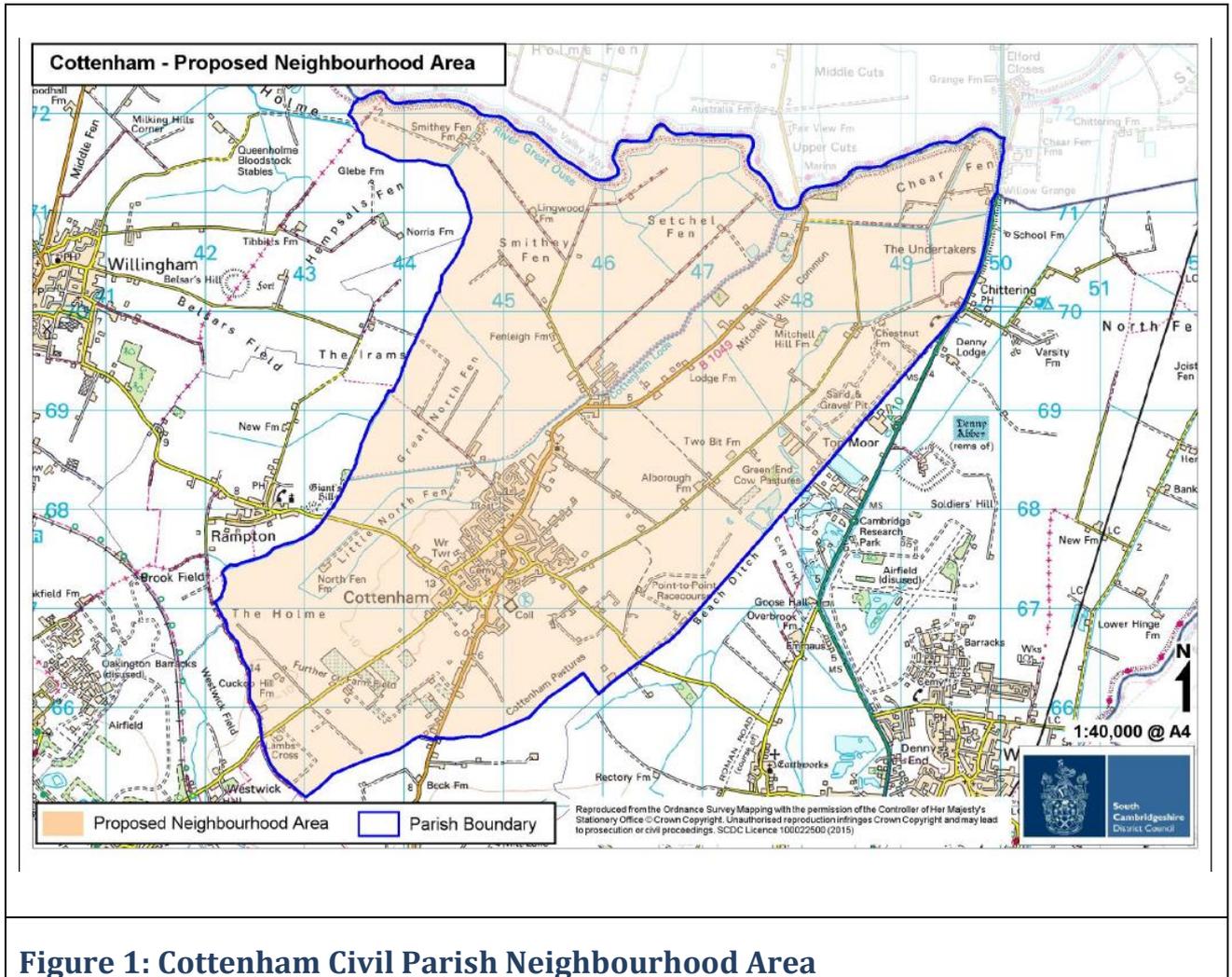
The parish and village

- 1.11 Cottenham, a working fen-edge village with around 6,400 residents in 2017, has developed along what is now the B1049. This road links Wilburton and villages along the A142 and Ely in the north with Histon & Impington, the A14 and Cambridge to the south.
- 1.12 In addition the busy A10 route, linking Ely with Cambridge, runs parallel to the B1049.
- 1.13 The flat fen-edge landscape creates "big skies" but makes drainage challenging. Much of the parish depends on pumped assistance to drain surface water into the **Great Ouse**^{G4} which forms the northern village boundary. **Cottenham Lode**^{G5} adds water from villages far to the west and south-west. Climate change will increase this drainage challenge.
- 1.14 The High Street and five main access roads have around 500 houses, some dating from 1600; many are immediately adjacent to the road. Pavements are often narrow and uneven making movements particularly difficult for the elderly or less mobile.
- 1.15 The village has three scheduled monuments (part of **Car Dyke**^{G6} between Green End and Top Moor, a Romano-British settlement on **Bullocks Haste Common**^{G7} and **Crowlands Moat**^{G8}). Cottenham has 66 listed buildings, most of which are in the **Conservation Area**^{G9}. There are also many well-loved mature native trees, although the size of this collection is slowly reducing, mostly as a result of ageing with inadequate replacement.
- 1.16 Several hundred houses will be added following permissions granted in 2017.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

Preparation of the plan

1.21 The Plan has been prepared by a **Neighbourhood Plan Working Party** comprising parish councillors and a district councillor, with input from planning consultants, an architect, the Planning Policy Team at **South Cambridgeshire District Council (SCDC)**^{G10} and many others. The Plan covers the area of **Cottenham Civil Parish**^{G11}, which was approved as a **Neighbourhood Area**^{G12} by **SCDC**^{G10} in November 2015.



- 1.22 The Local Planning Authority (LPA) for Cottenham is **South Cambridgeshire District Council (SCDC)**^{G10}.
- 1.23 The area of the plan was designated by SCDC, following public consultation, on 17th November 2015.
- 1.24 This document has been prepared as a **Pre-Submission draft Plan**^{G13} so residents and others can comment and suggest revisions prior to preparation of a **Submission Plan**^{G14} to **South Cambridgeshire District Council**^{G10} as the **Local Planning Authority**^{G1}.

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Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



1.25 Five main layers of evidence gathering have been applied:

- a) Initially, over several public events in mid-2015, the Working Party invited residents to rank in order of importance a simple set of nine “development principles”

We thought Cottenham residents need:

DP1 More affordable homes

DP2 More pre-school places

DP3 Better medical and day care facilities

DP4 More local employment

DP5 Improved leisure and recreation facilities

DP6 Easier movement into, out from, and around the village

We also understand that Cottenham residents do not want to:

DP7 Compromise our conservation area and the character of our village core

DP8 Increase noise and pollution from our busiest roads

DP9 Overload our Primary School.

- b) The second stage was a more detailed parish-wide survey based on a 17-question survey distributed to every residential address in the parish and returned either by post or online by 973 residents. This survey was focused on likes, dislikes, omissions etc. in Cottenham now and in 15 years time.
- c) The third stage analysed recent SCDC Planning Officer reports on four speculative planning applications for substantial numbers of residential properties in the parish.
- d) Vision Plan 2014
- e) Occasionally, further specific research has been conducted. Where the source is not a public document the relevant data or text will be included in the text.

1.26 The Working Party has undertaken a number of consultations, including drop-in events, attendance at both the Fen Edge Family Festival and Cottenham Feast Parade, and other local publicity including on the Parish Council’s website and Facebook page and in the bi-monthly Cottenham Newsletter distributed to every house in the village. The Parish Council is advised of progress every month in the reports pack and at its public meetings. A developing group of over **250 Neighbourhood Plan Ambassadors** is advised of progress regularly and, on occasions, asked to comment on specific aspects of the emerging plan. A parish-wide questionnaire-based **Neighbourhood Plan Survey^{B7}** was carried out in winter 2015/6. These exercises have produced valuable information and insights which have been used in preparing this Plan.

1.27 The Working Party has discussed with some local landowners the scope for land to be brought forward for development. A preliminary assessment of site suitability was carried out in January 2017 against a series of criteria. The initial findings were used to inform the formal “call for sites” issued in March / April 2017 and an independent site assessment

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



was conducted by AECOM^{G15} in May / July 2017. Permission for several hundred additional houses was granted in 2017.

- 1.28 This draft Plan has been developed from the **version (v2.1)^{B9}** prepared for **Pre-Submission Consultation^{G5}** and publicity in May 2017. Comments on that version and subsequent planning permissions have necessitated a significant revision. This **version (v3.0)** has been prepared for **Pre-Submission Consultation^{G16}** and publicity in September / December 2017. Comments received will be detailed in the **Consultation Statement^{G17}**, which will be prepared to list all the consultations undertaken in preparing the Plan and explain how they have influenced its development. There may be minor modification to the text during the consultation; these amendments will be highlighted and paragraph numbers will be retained for continuity.
- 1.29 This Plan, like all development plans, will be screened before submission, as a **Submission Plan^{G14}**, to the **Local Planning Authority^{G1}** to assess whether or not it needs a **Strategic Environment Assessment^{G18}** in accordance with EU legislation.
- 1.30 That plan will be subject to formal consultation and examination by a **Neighbourhood Plan Examiner^{G19}** for compliance with basic conditions.
- 1.31 After that a **Referendum Plan^{G20}** will be submitted to a referendum in Cottenham and, if approved by a majority of those voting, become part of local planning regulations, alongside **National Planning Policy^{B1}** and the **SCDC Local Plan^{B3}**.



2 Format of the plan

- 2.1 A map showing the extent of the **Neighbourhood Area**^{G12} is included as figure 1 in section 1. This corresponds to the extent of the **Cottenham Civil Parish**^{G11} and was approved by **SCDC**^{G10} in November 2015.
- 2.2 Several **Key Issues**^{G21} drawn from the findings of the parish-wide **Neighbourhood Plan survey**^{B7} are highlighted in section 3 (figure 3).
- 2.3 Not all of these can be addressed within a **Neighbourhood Development Plan**^{G2} which focuses on where and how land is developed.
- 2.4 A separate **Traffic & Transport Strategy**^{G22} (summarised in Appendix E) is being developed to address those concerns with key partners over the coming years.
- 2.5 A short **Vision statement**^{G23} (section 3, figure 3) expresses how Cottenham will appear if the plan's **Policies**^{G24} succeed in dealing with the **Key Issues**^{G21} and related **Objectives**^{G25}.
- 2.6 Five **Objectives**^{G25} (section 3, figure 3) were identified; four of which are within the scope of a **Neighbourhood Development Plan**^{G2}; one has to be mostly addressed by the **Traffic & Transport Strategy**^{G22} (summarised in Appendix E).
- 2.7 Each of the five **Objectives**^{G25} is separately described with related **Policies**^{G24} in more detail in sections 4 to 8.
- 2.8 The **Policies**^{G24} will, alongside **National Planning Policy Framework**^{B1} and SCDC's emerging **Local Plan**^{B3}, once adopted, guide where and how development should be allowed within the **Neighbourhood Area**^{G12}.
- 2.9 Each **Policy**^{G24} has a number of related actions gathered in an **Action Plan**^{G26} in section 12. These actions are not statutory planning policies.
- 2.10 A series of appendices include:
 - Appendix A – Glossary of terms used, often with a hyperlink to external documents
 - Appendix B – Bibliography of referenced documents with hyperlinks to sources
 - Appendix C – Cottenham's Scheduled Monuments & Listed Buildings (2107)
 - Appendix D – Drainage & Flooding
 - Appendix E – Traffic & Transport Strategy
 - Appendix F – Cottenham's Community Bus Scheme

3 Surveys, Key issues, Vision & Objectives

Neighbourhood Plan survey (NP survey)

- 3.1 The **Neighbourhood Plan survey (NPS)**^{B7} was conducted by a specialist market research company, **Enventure Research**^{G27} in December 2015 – January 2016. It consisted of a self-completion survey to find out how Cottenham residents felt about issues, priorities and ideas as well as evaluate likes, dislikes and satisfaction with living in the village and surrounding area. Each household was posted a copy of the survey (2,628 copies) and a further 1,372 copies of the paper questionnaire were made available in shops, pubs, library etc. In addition it was possible to complete the survey online. In total 973 responses were received.
- 3.2 Detailed results, providing supporting evidence for aspects of the Neighbourhood Plan have been included in the relevant sections of this report. The top line survey results were:
- The majority of respondents (88%) were very or fairly satisfied with Cottenham as a place to live in at the moment
 - In an open-ended question (with no answers listed to prompt them) the most widely mentioned aspect they disliked about living in Cottenham was volume of traffic, HGVs and speeding cars
 - Looking to the future, 91% of respondents said that improving the medical services was important and 90% indicated that they felt preserving the character of the village was important
 - 69% felt that Cottenham needed more affordable or starter homes (1 – 2 bedrooms)
 - The preference was for small estates of affordable homes to be built on the outskirts of the village rather than 200 – 250 houses to be built in large mixed estates

Vision Plan survey (VP survey)

- 3.3 The Vision Plan survey was completed by residents of Cottenham via three means:
- face to face interviews and self-completion surveys at a village festival in June 2014
 - self-completion surveys included in the July/August issue of the Cottenham Newsletter
 - online survey.
- 3.4 217 replies were received (almost 100 of which completed online).
- 3.5 The survey's questions related to village facilities, concentrating on leisure amenities. Detailed results, providing supporting evidence for aspects of the Neighbourhood Plan have been included in the relevant sections of this report. The top line results of this survey were:
- There were 4 facilities desired by over half of those sampled:
 - Swimming pool (70%)
 - Links to other villages via cycle paths and footpaths (69%)
 - Circular walk/nature trail in wood/countryside (2 miles) (59%)
 - Marked out walking routes of 1 mile / 3 mile / 5miles (57%)
 - Another three were chosen by just under half:
 - Trail for bike learners/Cycling proficiency circuit (48%)
 - Pond and wildlife area (48%)
 - New/refurbished village hall (46%)



Key issues

- 3.11 National and local planning policies set sustainable development at the heart of the planning system. A sustainable community is one that provides ample opportunity for sociability, equality, personal development, and community participation – for the needs of the present without compromising the ability of future generations to their own needs.
- 3.12 That requires a combination of amenities and facilities that are readily accessible to most residents, preferably by being affordable and within easy walking distance.

Cottenham’s key issues which can be addressed within the Neighbourhood Plan are:	
	limitations of our facilities and services for: <ul style="list-style-type: none"> a. education – both early years and primary, and b. medical, and c. welfare and day-care, and d. leisure, and e. recreation
	shortages of homes that are truly affordable for local people
Other concerns addressed separately as a Traffic & Transport Strategy, include:	
	limitations of our local road network, especially if developments do not create local employment or increase local provision of services – increasing noise and pollution as certain junctions become heavily congested
In addition, any improvements must respect the village’s character as a rural working village developed around a Conservation Area rich in architectural heritage.	

Figure 2: Table of key issues

- 3.13 These issues have been used as the basis of both the:
- a) **Vision^{G23}, Objectives^{G24} and Policies^{G25}** in the **Neighbourhood Development Plan^{G2}** (expanded in the following sections), and the
 - b) **Traffic & Transport Strategy^{G22}** (summarised in appendix E).

Vision			
In 2031 Cottenham will still be an attractive safe rural village, proud of its character and retaining its sense of community with improved amenities and facilities, reduced impact of traffic, especially in the centre of the village, and having more affordable housing for the next generation of residents.			
Objectives	Policies	Site-specific Policies	Site Reference
Conserving the character of the village as an attractive, safe community	C/1 Landscape character		
	C/2 Village character		
	C/3 Heritage character		
	C/4 Open Spaces & Tree conservation		
Improving amenities and facilities	AF/1 Medical Centre	BF/2 Durman Stearn BF/3 Watson's Yard	X4 X5
	AF/2 Multi-purpose Village Hall	BF/1 King George Field	X2
	AF/3 Nursery	BF/1 King George Field GF/1	X2 X3
	AF/4 Infants School	GF/1	X3
	AF/5 Sports facilities	GF/2 GF/3	? X1
	AF/6 Play facilities		?
	AF/7 Supermarket	BF/3 Watson's Yard	X5
	AF/8 Burial grounds	GF/4	X8
Making housing more affordable for the next generation of residents	H/0 Village framework		
	H/1 New housing development		
	H/2 New housing sites	BF/2 Durman Stearn BF/3 Watson's Yard BF/4 Co-op site GF/5 Long Drove GF/6 Beach Road GF/7 Broad Lane	X4 X5 X6 X9 X10 X12
	H/3 Cluster design		
Encouraging employment opportunities	E/1 Village employment	BF/1 BF/2 BF/3	
	E/2 Rural employment		
	E/3 New Durman Stearn site	BF/6 Hay Lane	X11
Reducing the impact of traffic, especially in the core of the village	T/1 Improved off-road routes		
	T/2 Improved access to countryside		
	T/3 Improved public transport		
	Appendix G: Traffic & Transport Strategy		

Figure 3: The NP Golden Thread: Vision > Objectives > Policies



4 Conserving the village character

Why? Cottenham's surrounding landscape may be relatively featureless, creating the "big sky" effect of the fen-edge and fenland. However the character of the landscape can easily be destroyed by relatively modest features in the foreground of such a vista.

Policy C/1: Landscape character

Developments that conserve the landscape character of Cottenham will be considered if they, and provided they:

- a) respect key landscape policies (VDS L/x below) within the **Cottenham Village Design Statement^{B8}**, and
- b) avoid placing even relatively modest man-made features in the foreground of the "big sky / open space" fen edge landscape (VDS L/2), especially outward views across open countryside that include
 - a. All Saints' church from Cottenham Lode or Long Drove, and
 - b. Haddenham from Cottenham Lode, and
- c) use partial screens of hedges and native tree species with subdued lighting (VDS L/3) to create wildlife corridors and protect the external view of the village, and
- d) protect vistas (VDS L/7) that contribute to the character and attractiveness of Cottenham, especially those viewable from publicly-accessible land; notably All Saints' church from parts of Beach Road, Cottenham Lode, Long Drove and Rampton Road; the village edge when viewed from parts of Cottenham Lode, Oakington Road, and Rampton Road

C/1.1 Cottenham residents enjoy the surrounding fen-edge countryside with its relatively featureless fen-edge setting of considerable scale and natural beauty punctuated by a distant view of a Church or Water Tower. Relatively modest scale infrastructure (VDS L/2) can have a disproportionate effect in this landscape.

C/1/2 This character has not been protected well by recent developments, whose continuous tree screens may hide back gardens of new developments but prevent their residents from enjoying the outward views. It is important to minimise the impact of development in and around the village on the surrounding landscape by appropriate wildlife-friendly "gapped" hedge and tree screens with minimal lighting.

C/1.3 **Village Design Statement^{B7}** policy L/7 (VDS L/7) advises "protect vistas that contribute to the character and attractiveness of Cottenham."

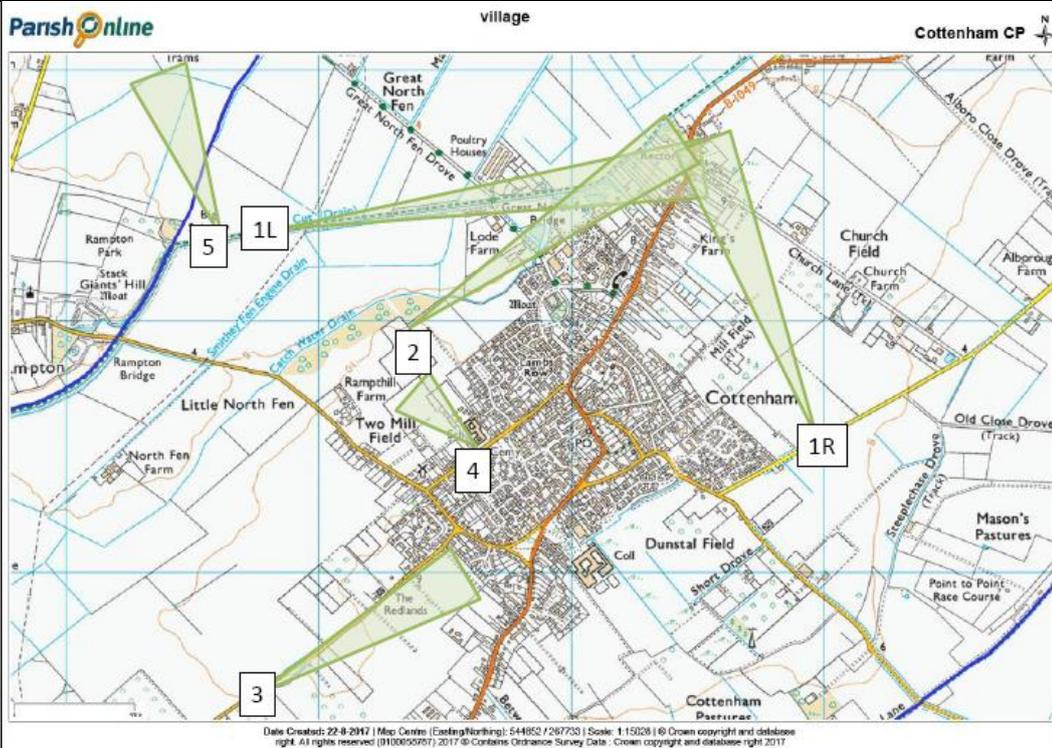
Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

C/1.4 Certain vistas of Cottenham (figure 4) identified in the **Cottenham Village Design Statement^{B8}**, visible from publicly-accessible land are particularly valued; notably:

- a) All Saints' church from parts of Cottenham Lode (1L), and Long Drove (1R);
- b) Haddenham from Cottenham Lode (5);
- c) the village edge viewed from parts of Cottenham Lode or Oakington Road (3).



All Saints' Church from Cottenham Lode (1L) and Long Drove (1R)



3 Cottenham from Oakington Road



4 Sunset from King George V Field



5 Haddenham from Cottenham Lode

Figure 4: Map and Key vistas of and around Cottenham

Why? Cottenham has evolved from its saxon roots mostly through ribbon development along the five arterial links with neighbouring villages followed by in-fill and backland development with an occasional larger cluster.

Policy C/2: Village character

Planning applications that would enrich the character of the settlement, by:

- a) respecting the principles embodied in the **Cottenham Village Design Statement^{B7}**, and
- b) avoiding clusters of more than 50 houses, and
- c) retaining a similarity in character – buff bricks, dark roofs, muted colours, and
- d) achieving a variety in architectural detail and finishes, and
- e) maintaining or creating views to the open countryside from the public realm, and
- f) maintaining or creating wildlife corridors around and through the village, and
- g) being within easy walking distance of the village centre to encourage economic and social development while minimising environmental impacts, or
- h) where beyond easy walking distance of the centre, making provisions to:
 - i. enhance public transport connections with the centre, neighbouring villages and transport hubs, and
 - ii. reduce dependence on cars through segregated cycle-ways and foot paths and accessibility improvements within the village centre such as secure cycle parking, improved pavements and safer crossings.

will be considered appropriate.

C/2.1 Cottenham, although no longer dependent on agriculture, remains a working village with many High Street properties retaining side access to a deep plot and views to the open countryside. Loss of any remaining views through to the open countryside from within the Conservation Area should be resisted and creation of new vistas encouraged.

C/2.2 **Village Design Statement^{B7}** policy S/3 (VDS S/3) advises “infill developments or lateral extensions to existing buildings should maintain gaps where these provide views out of the village to countryside”

C/2.3 Financial contributions will be based on the marginal cost of providing additional or extended facilities or services to ensure economic, environmental and social sustainability.

C/2.4 Cottenham’s development from the original settlement has been:

Page 17

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Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



- a) along the arterial roads linking Cottenham with neighbouring villages where development has been individual houses along the road-side or occasional larger groups of houses provide by the Local Authority
- b) infill between individual properties within the settlement
- c) backfill where large garden have been divided up to provide individual or small groups
- d) occasional larger clusters wrapped around the existing settlement but retaining relatively short pedestrian routes into the village centre.

C/2.5 Further development, while inevitable, must respect the evolving character of the village.

C/2.6 The sustainability of a village centre is linked to its distance from the residential areas. Cottenham's expansion radially has accompanied a gradual denudation of central facilities as parking difficulties, aggravated by loss of facilities, make it progressively more convenient for many outlying residents to drive and park elsewhere for most purposes.

- a. Residents living within 800 metres easy walking distance of the amenities in the village centre might still be persuaded to walk much of the time, or cycle if there are secure storage places within the central area. Improving the pedestrian experience with better pavements and safer crossing places might extend their stay and help restore facilities.
- b. Residents beyond 800 metres from the centre will, as distance increases, travel elsewhere, usually by car, for most facilities unless there is adequate parking provision for cars and cycles sufficiently near the village centre or suitable public transport.

C/2.7 In Cottenham there are two considerations for the village centre:

- i. The "village core"^{G19} is regarded as the 800 metre long section of the High Street including the most popular destinations for business, leisure and recreation. This area is bounded by the Post Office in the north, the Cottenham Club at the northern dog-leg the Community Centre on the southern dog-leg, and the Chequers and War Memorial in the south (see figure 5).
- ii. The "village centre"^{G19} may logically be regarded as the core supplemented by the spurs along Lambs Lane to the Primary School and the High Street to the Village College plus those along Margett Street and Telegraph Street (including the Dentist, Library and second GP practice) in the Lanes. All these facilities are within around 400 metres of the old Post Office and within around 800 metre walking distance of each other (shown by the blue lines in figure 5).

C/2.8 The focus within the centre should be to prioritise safe pedestrian, mobility scooter, push-chair and cycle movement and discourage unnecessary access by car.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

C/2.9 Making the centre more accessible to outlying residents requires increased provision of formal and informal car-parking, charging points, secure cycle storage and bus stops at/near the main entry points to the central area to reduce traffic. Through traffic will remain an issue, requiring more zebra crossings, improved pavements and a 20mph limit within the streets of the village centre.

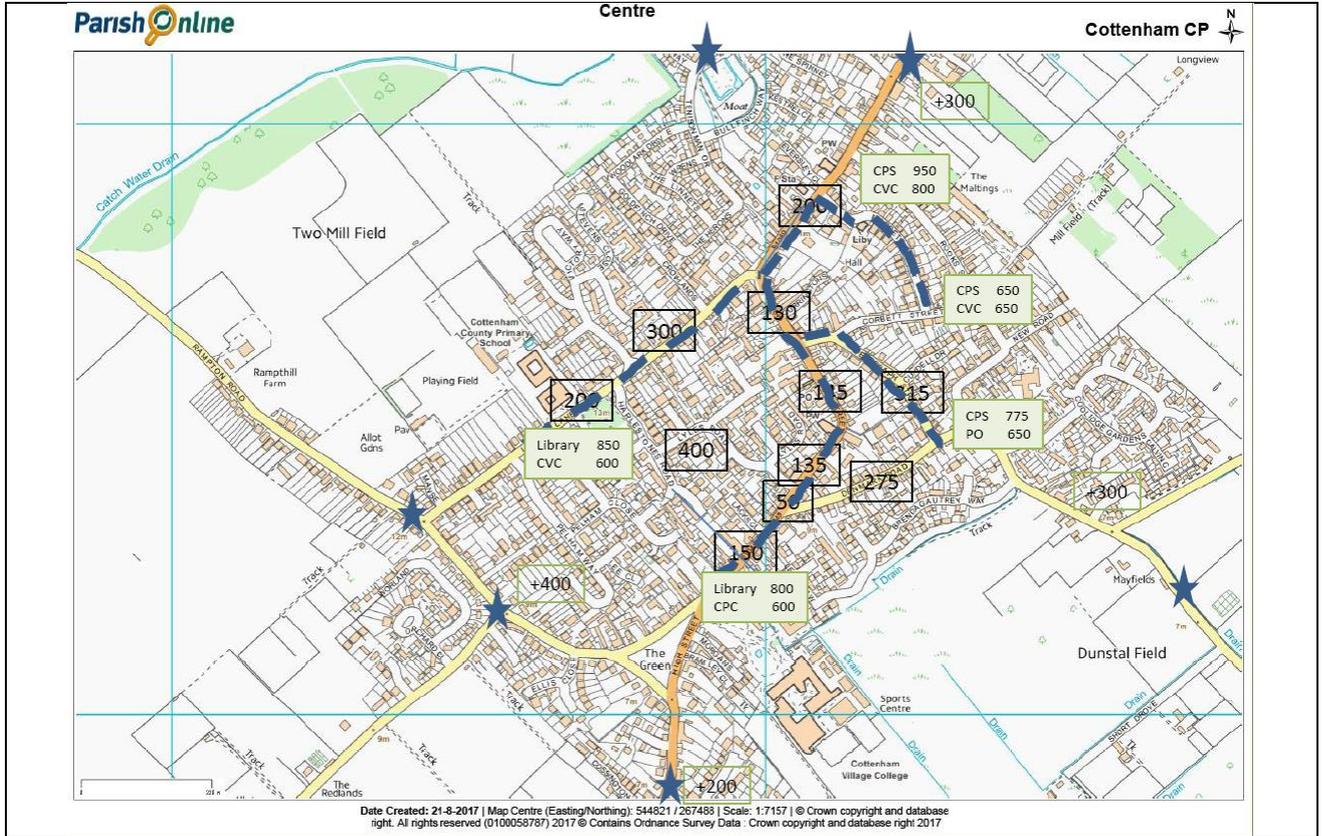


Figure 5: Cottenham centre, including key pedestrian distances

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

C/2.10 Improvements need to be sensitive to the village character as outlined in the **Village Design Statement^{B7}**, updated in 2007 from the first edition in in 1994. It supplemented **SCDC's Development Control Policies^{B6}**, and still mostly relevant today.

C/2.12 When ranking sites for future housing development, shorter distances from the village core/centre are a positive contributor to economic, social and environmental sustainability.

C/2.13 CIL^{G31} or s.106^{G30} developer contributions will be sought from all developments in line with prevailing SCDC policies.

C/2.14 In addition, CIL^{G31} or s.106^{G30} developer contributions will be sought from all developments outside the outer circle to compensate for the additional measures, including community bus services, necessary to encourage integration and discourage use of unsustainable forms of transport.



Figure 6: Cottenham's variety of architecture

Why? Cottenham's heritage embraces Scheduled monuments, Listed Buildings, and an extensive Conservation Area^{G9}.

Policy C/3: Heritage character

Planning applications that would result in harm to the heritage assets, including Scheduled Monuments, the Listed Buildings or their settings, or the wider Conservation Area^{G9} or its setting will be considered inappropriate unless outweighed by overriding local public benefits.

To prevent further erosion of this character:

- a) Demolition should only be allowed as a last resort and only after a structural engineer's report ...
- b) Extensions should follow the principles laid out in the Village Design Statement^{B7}

- C/2.1 The physical character of Cottenham is defined by the Conservation Area^{G9} and the "Lanes" that form the heart around which linear expansion has occurred along the arterial roads within the rural parish. Typical features include:
- a) mid-Victorian Cottenham villas, built from buff bricks under a slate roof. Houses are often aligned directly on the pavement edge with no front border or garden, with five large windows arranged symmetrically around an imposing front door and a gated side entrance through to a yard and cascade of outbuildings and, near the village edges, on to open farmland behind.
 - b) Smaller, simpler terraced or semi-detached houses of similar date and materials.
 - c) a substantial number of bespoke properties of various styles and vintage, usually aligned directly on the edge of a pavement which is often narrow.
- C/2.2 Designated and non-designated heritage assets, including all those listed in Appendix E, enhance local distinctiveness and should be protected in a manner appropriate to their significance.
- C/2.3 Car Dyke^{G66} (between Green End and Top Moor), the Romano-British settlement at Bullocks Haste Common^{G67} and Crowlands Moat^{G68} (off Broad Lane) are Scheduled Monuments^{G33}.
- C/2.4 Cottenham's All Saints' Church is a Grade I Listed Building^{G32}
- C/2.5 Cottenham has 66 Grade II Listed Buildings^{G32} (listed in Appendix C), mostly located on the High Street and, apart from Tower Mill^{G34} and the Moreton 1853 Almshouses^{G35}, inside the Conservation Area^{G9}.

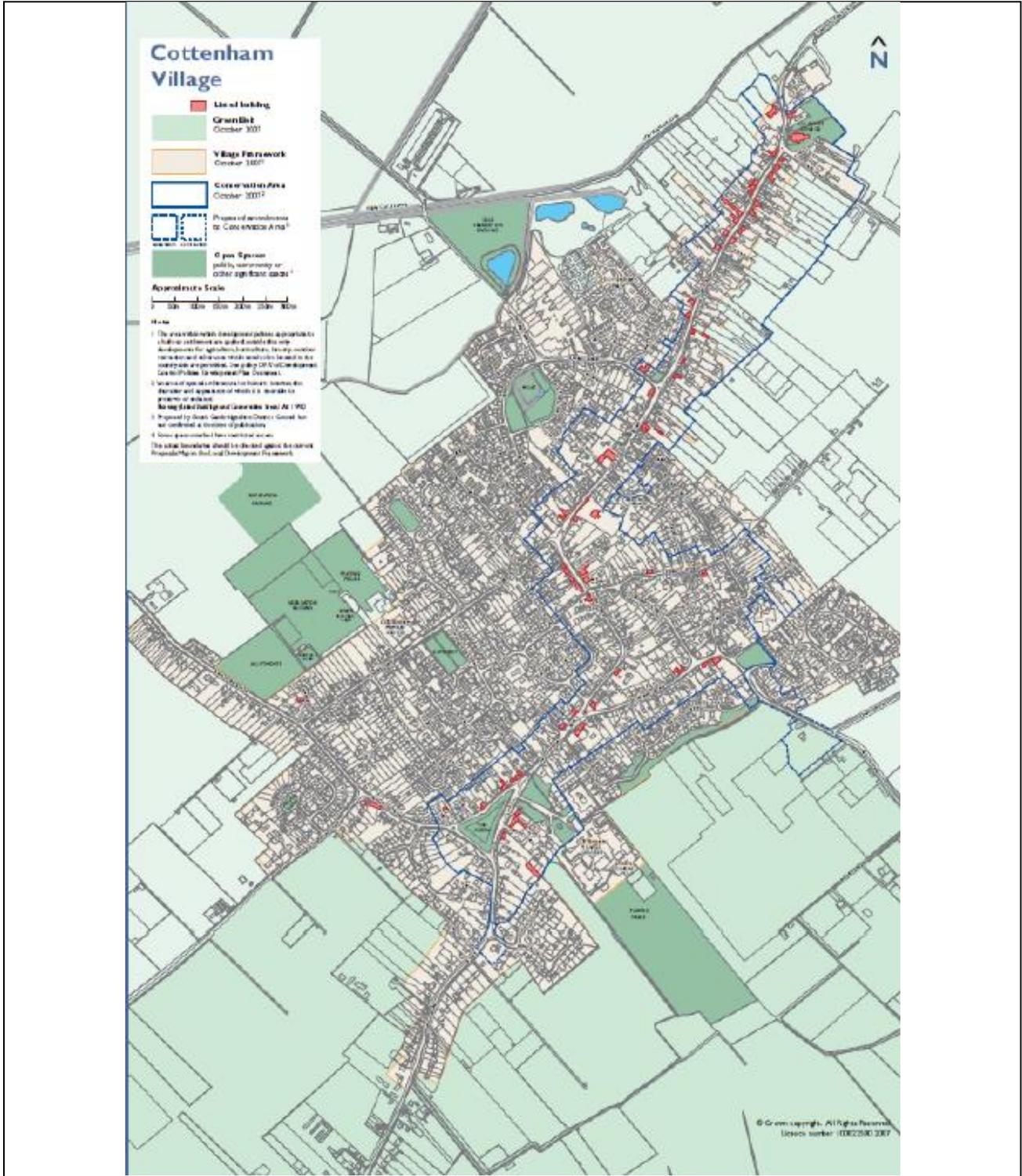


Figure 7: Cottenham’s Conservation area

**Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012**

		
Cottenham Club	War Memorial	Moreton 1853 Almshouses
		
Community Centre	Denmark Road	c
		
	Tower Mill	
		
<p>Figure 8: Some of Cottenham's 66 Grade II Listed Buildings</p>		



Why? Cottenham has a substantial amount of public open space yet is losing its tree population, partly through ecology and partly due to development.

Policy C/4: Open Spaces & Tree conservation

Wherever possible, Cottenham's larger public open spaces will be maintained to encourage public use while nurturing Cottenham's collection of trees by:

- a) seeking Tree Preservation Orders on specific trees visible from the public realm, especially in the Conservation Area^{G9}, and**
- b) encouraging landowners, especially in the Conservation Area^{G9}, community groups and individuals (VDS L/4) to plant native tree species to retain landscape character and to benefit wildlife within the parish.**
- c) Requiring that any permission to remove a tree within the Conservation Area^{G9} should require a similar tree specimen to be supplied for planting in the public realm or £250 ...**

- C/4.1 Trees form an important part of Cottenham's heritage. Particular protection should be afforded to:
- a) Horse Chestnut and Lime trees on the Village Green
 - b) Monkey Puzzle trees within the Dissenters' cemetery
- C/4.2 Additional planting of native tree species around public open spaces^{G36} will be encouraged to replace the gradual loss over time.
- C/4.3 The rural parish provides a fen-edge setting of considerable scale and natural beauty.
- C/4.4 Carefully-sited plantings of native tree species can enhance the landscape but village edge developments need particular care to balance the need for screening of the development when looking inwards against creation and retention of vistas when looking outward.
- C/4.5 **Village Design Statement B7 policy L/4** advises "Landowners, community groups and individuals should be encouraged to plant native tree species to retain landscape character and to benefit wildlife within the village."
- C/4.6 Cottenham has a generous amount of open space (see figure accessible to the public, although more use could be made of each, by encouraging greenway inter-connections, especially alongside footpaths to extend the habitat opportunities for wildlife.
- a) The **Village Green (around 0.6 ha)** will be conserved as a central feature of the village to:
 - i. encourage a variety of shared activities for the benefit of all age groups
 - ii. maintain a central green space planted with protected mature indigenous trees



- b) The **Recreation Ground**, including the **King George V Playing Field** will be conserved as the village's principal hub for formal sports and informal play, recreation and community activity
 - i. broaden the range of sports activities supported
 - ii. interconnect the grounds with other village green spaces using off-road pathways wherever possible
 - iii. nurture the benefits of proximity to the primary school by supporting provision of nursery and out-of-school care
- c) The **Crowlands Moat** (...) will be conserved as an ancient monument and habitat for the established population of Great Crested Newt
 - i. maintain the space, its ditches and trees in accordance with the agreed plan
 - ii. provide informal dog-walking area and informal recreation facilities
- d) The **Broad Lane Recreation Ground** (~1.77 ha) and neighbouring **Amenity Area** will be developed to:
 - i. Increase the stock of native English trees
 - ii. provide a mix of recreational opportunities including play areas and informal recreation space
 - iii. interconnect the grounds with other village green spaces using off-road pathways wherever possible
 - iv. create safe dog-walking opportunities
- e) Trustees of Cottenham's three **Cemeteries**^{G37} will be encouraged to develop them as peaceful Local Green Spaces with new plantings of indigenous trees supplementing the established trees.
- f) **Fen Reeves, Les King Wood and the Tenison Manor** tree belts will be conserved and made more accessible to residents.
- g) The **WARG field** (~0.6 ha) will be conserved as an open space in the south end of the village with appropriate tree plantings over time
- h) The **Landing Stage**, and the **Town Ground** will continue to be leased to local businesses.

5 Improving Amenities & Facilities

- 5.1 The NP survey^{B13} conducted in 2016/2017 highlighted the need for improvements to amenities and facilities in Cottenham. The “wish list” included a number of capital facilities, not all of which have been assessed as sustainable for a village of Cottenham’s size. The principal challenge has been a Swimming Pool which, while desired by many, has high capital cost with no realistic possibility of recovering either its capital or operating costs.
- 5.2 Additional Community Facilities are required and, to encourage walking between them, will be located within the village centre^{G29} a “low-density cluster” connected by safe pedestrian and cycle paths which, where feasible, are segregated from arterial roads carrying heavy traffic.
- 5.3 To meet the needs, a number of planning policies have been identified:

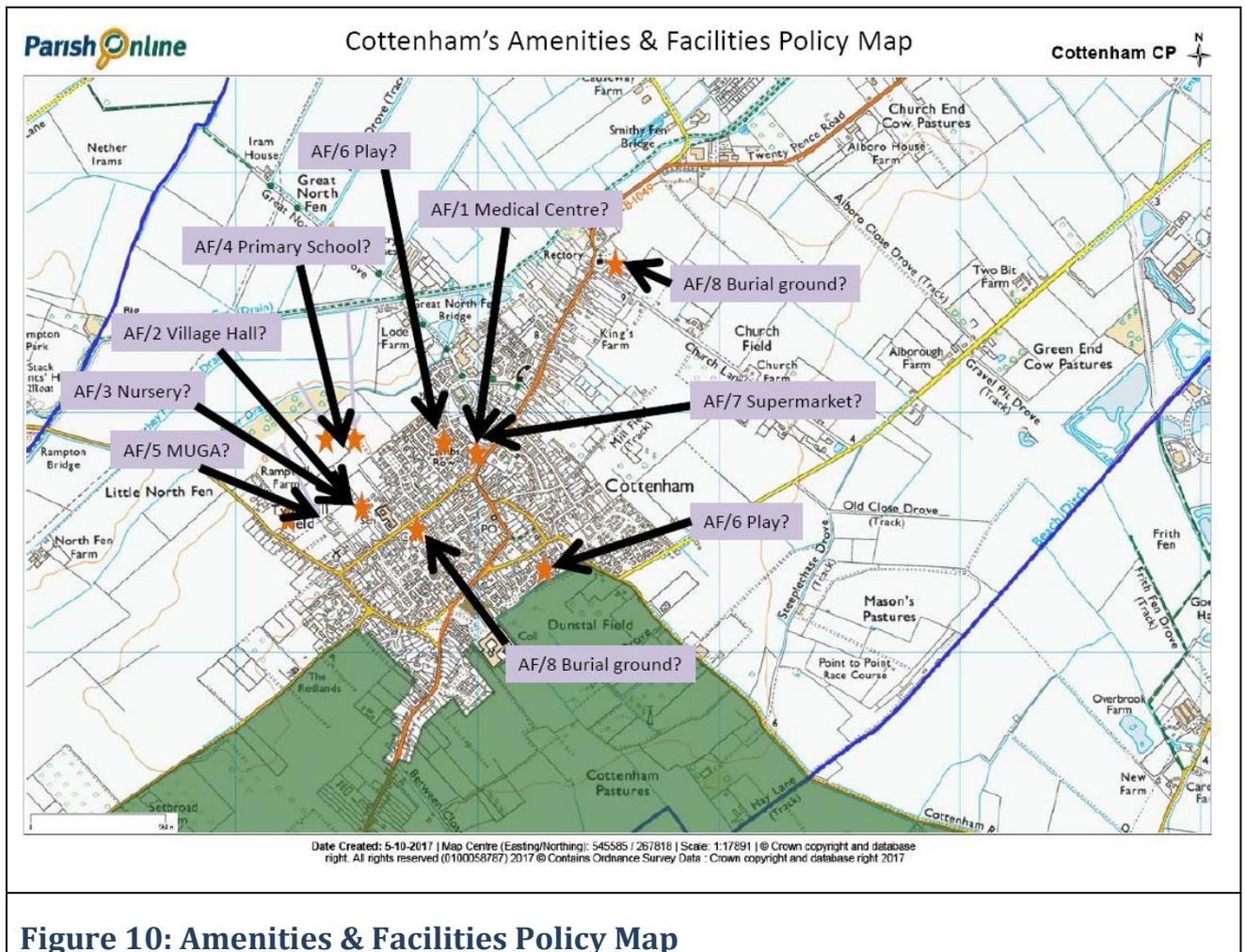


Figure 10: Amenities & Facilities Policy Map



Why? More people in the village will increase demand for medical services at a time when the current facilities are already regarded as inadequate by most residents.

Policy AF/1: Medical & Day Centre

Support development, on a central village site, of:

A. a Medical Centre^{G38} (including five NHS-compliant consulting / examination rooms, two treatment rooms facilities for minor medical procedures plus reception / admin space), and, if feasible,

B. a drop-in Day Centre^{G39} facility for the elderly and less mobile residents:

These facilities must:

- i. be imaginative and original in design, to extend and renew the distinctive character and traditions of Cottenham’s built environment, and**
- ii. contribute to safer traffic movements by inclusion of appropriate on-site parking and delivery facilities.**

AF/1.1 Both Cottenham’s existing GP practices^{G40} have insufficient capacity to accommodate the current “before development” demand.

Premises	Net Internal Area (NIA)	Patient capacity based on NIA	Spare capacity (NIA m ²)
High Street	190.3	2,775	-59.16
Telegraph Street	450.89	6,575	-385.96
Total	641.9	9,350	-445.12

AF/1.2 Development approved in 2017 and developments in this plan and general population growth could generate approximately 1,750 additional residents by 2031, increasing demand upon existing constrained services.

Premises	Residents	Floor space m ²
Current	6,400	642?
Shortfall		445?
Additional / replacement	1,000	70 (at 120m ² per 1,750)
Population growth (+1% p.a.)	750	50 (at 120m ² per 1,750)
Total (approx.)	8,150 (2031)	1,200

AF/1.3 The Medical Centre^{G38} objective is to provide a building large enough to cater for an expanded population of 8,150 based on both existing GP practices. The practices and local Clinical Commissioning Group^{G41} have expressed interest, especially if various ancillary services, such as minor operations, X-Ray, social services etc. are co-located.

AF/1.4 The Day Centre^{G39} objective is to provide a central, fully-accessible drop-in meeting place / waiting area for elderly and less mobile residents.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

- AF/1.5 A **central village site**^{G29} will encourage walking by able-bodied residents living in or near the centre. Provision of secure cycle parking and nearby **community bus**^{G41} stop should help discourage car use by those living further afield in the village and beyond.
- AF/1.6 **Village Design Statement**^{B7} **policy B/1** advises “High-quality contemporary architecture is encouraged. Imaginative and original design can extend and renew the distinctive character and traditions of Cottenham’s built environment”.
- AF/1.7 Slightly more than the **(policy TI/3 - compliant)** number of parking spaces will be required as a result of the high proportion of Cottenham residents who live beyond easy walking or cycling distance of the centre and do not have access to appropriate bus services.
- AF/1.8 **34 car parking spaces will be necessary – 3 for each Consulting or Treatment Room, 7 for the 100 m² Day Centre plus 12 shared between approximately 25 (?) staff.**
- AF/1.9 Several sites have been considered, including the current Co-op or Durman Stearn sites, or Watson’s Yard (see figure 10 for locations).

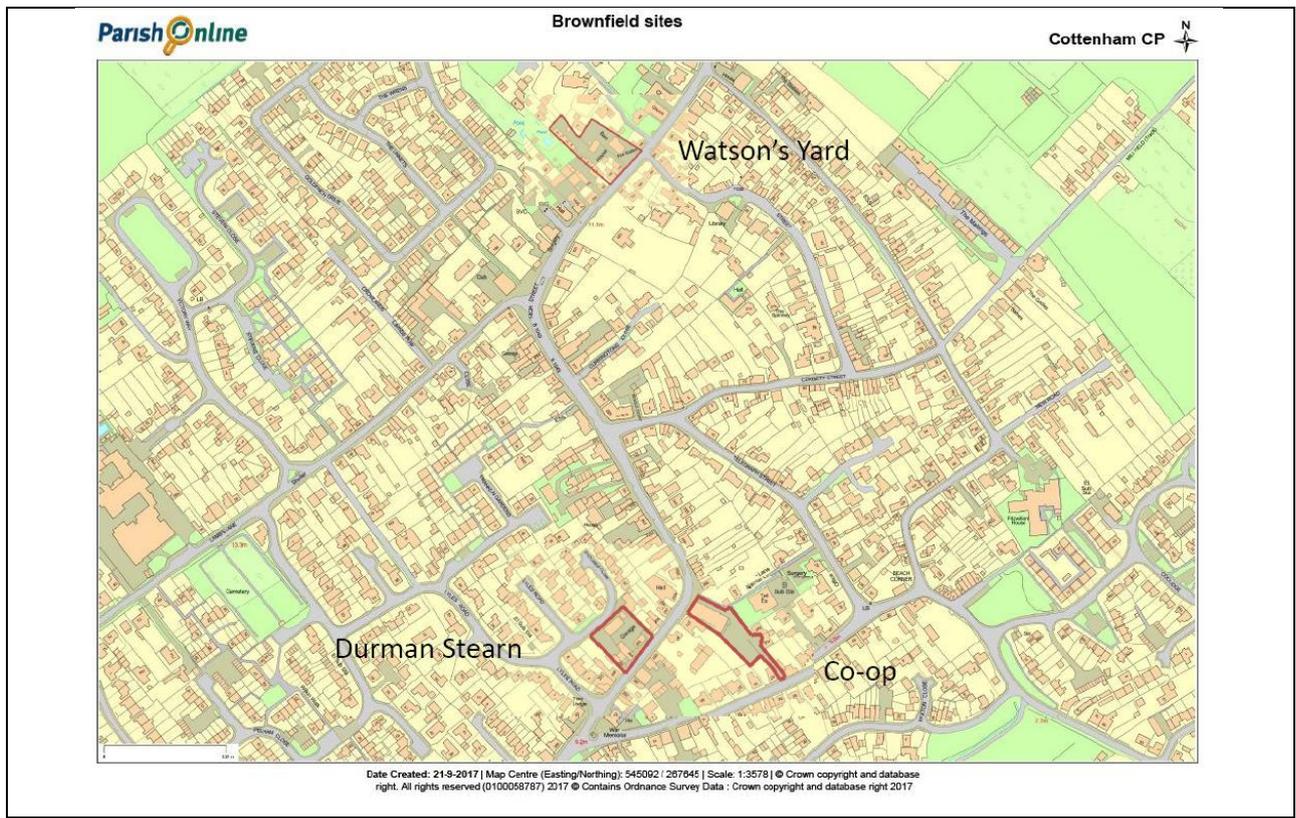


Figure 11: Reasonable alternative locations for AF/1 Medical Centre

Policy BF/4: Co-op site (X6 in Figure 29)

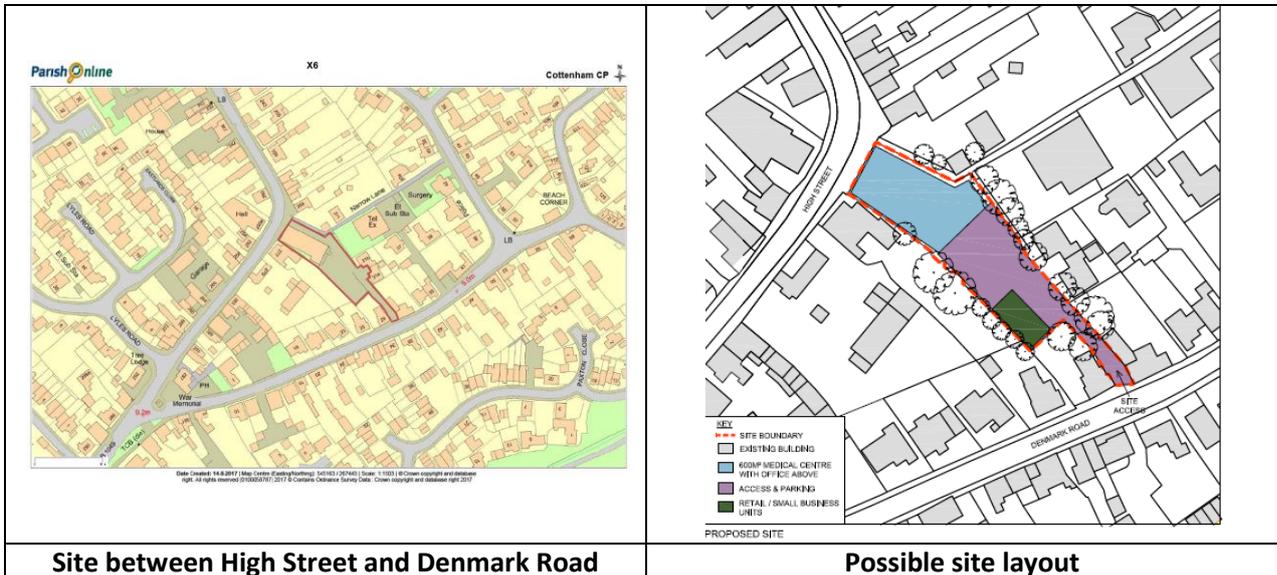
Support development of the 2,000+m² High Street Co-op site, if and when vacated, to provide:

A: a modern Medical Centre (including consulting rooms and facilities for minor medical procedures) plus parking, and

B: 5 to 10 1 or 2-bed affordable apartments on upper floors, and

C: 2 to 5 small retail or office units, provided the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site
- b) includes infrastructure for modern technology to facilitate “drop-in” working within walking distance of home
- c) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Policy BF/2: Durman Stearn site (X4 in Figure 29)

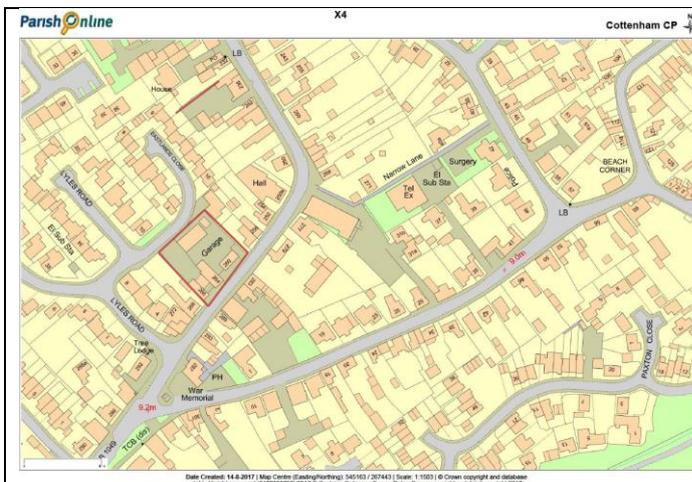
Support development of the 3,000+ m² High Street Durman Stearn site, if and when vacated, to provide:

A: a modern Medical Centre (including consulting rooms and facilities for minor medical procedures, such as X-Ray and phlebotomy) plus parking, or residential accommodation, and

B: 5 to 10 small retail or office units within refurbished buildings fronting the High Street

C: 5 to 10 1 or 2-bed apartments on upper floors across the site, provided the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site
- b) includes infrastructure for modern technology to facilitate “drop-in” working within walking distance of home
- c) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Site off High Street and Eastlands Close

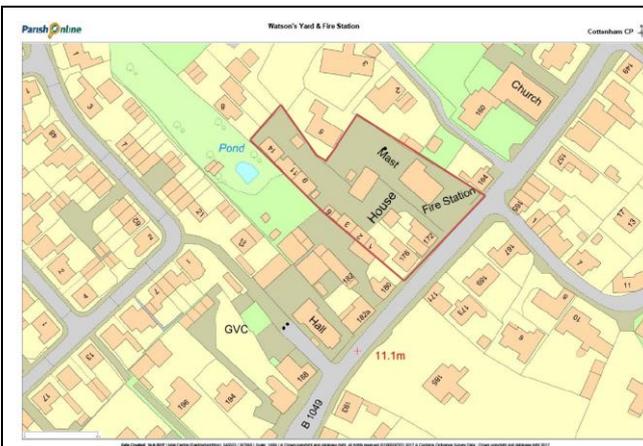


Possible site layout

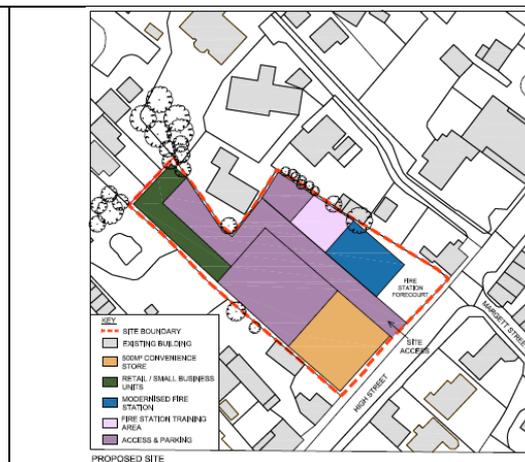
Policy BF/3: Watson's Yard / Fire Station site (X5 in Figure 29)

Support development of the ~5,000+m² Watson's Yard / Fire Station site, if and when vacated, to provide:

- A: a modern larger supermarket plus parking, and**
- B: a modernised Fire Station building and training area, and**
- C: a new Medical Centre, or 5 to 20 new or retained small business units, and**
- D: 3 to 5 small High Street office or retail units, provided the design:**
 - a) retains adequate Fire Service provision within Cottenham village, and
 - b) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham's built environment and especially adjacent buildings in the Conservation Area, and
 - c) includes infrastructure for modern communications technology to facilitate "drop-in" working within walking distance of home, and
 - d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Site location off High Street



possible site layout

AF/1.10 The preferred site appears deliverable within the plan period.

AF/1.11 91% of NP Survey^B participants felt that medical facilities in Cottenham should be improved and 71% that land and money should be made available for a new medical centre

Why? More people in the village will increase the pressure on our tired Village Hall but bring several hundred thousand pounds towards the cost of a replacement. We are working with the County Council to satisfy their concerns about safety on the access road which should open the way to a revised planning application for a new Hall and (probably separate) Nursery, re-using the studies conducted as part of the refused application.

Policy AF/2: Multi-purpose Village Hall

Support development of a modern multi-purpose Village Hall^{G42} on the Recreation Ground to provide more appropriate community facilities, including out-of-school child-care, and an informal day centre for the elderly, provided the design:

- a) does not lead to loss of any sports pitches, and
- b) is imaginative and original to extend and renew the distinctive character and traditions of Cottenham's built environment, and
- c) is accompanied by an appropriate event management plan^{Gx} to co-ordinate people and vehicle movements, and
- d) includes broadband communications technology to facilitate small business working in a central village location, and
- e) encourages pedestrian access, and
- f) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access improvements

AF/2.1 Design limitations restrict the current hall to one use at a time. It is structurally unsound, energy-inefficient and not compliant with the Disability Discrimination Act; yet serves as:

- a) a meeting place for community clubs and societies
- b) an informal Day Centre for elderly residents to meet socially over a hot meal
- c) an out-of-school club for primary school children before and after school
- d) democratic services, including Council meetings and elections
- e) a Sports & Social Club, as resident licensee and security services provider
- f) exercise classes and indoor sport facility
- g) a range of casual activities

AF/2.2 Three partner organisations regularly operate in or alongside the Village Hall:

- a) Cottenham United Sports & Social Club^{G43} has operated from part of the existing Village Hall throughout its near 50 year life. It was members of that club who built the hall incrementally from its original use as sports changing rooms. They provide facility and site security services as well as providing "resident licensee" services for community functions in the Hall, a role that is expected to continue.
- b) The Ladybird pre-school^{G44} building was built and financed by the Parish Council nearly 25 years ago and extended some 15 years ago; this is unaffected by the proposal. They are also planning to operate the new Nursery when that is built.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

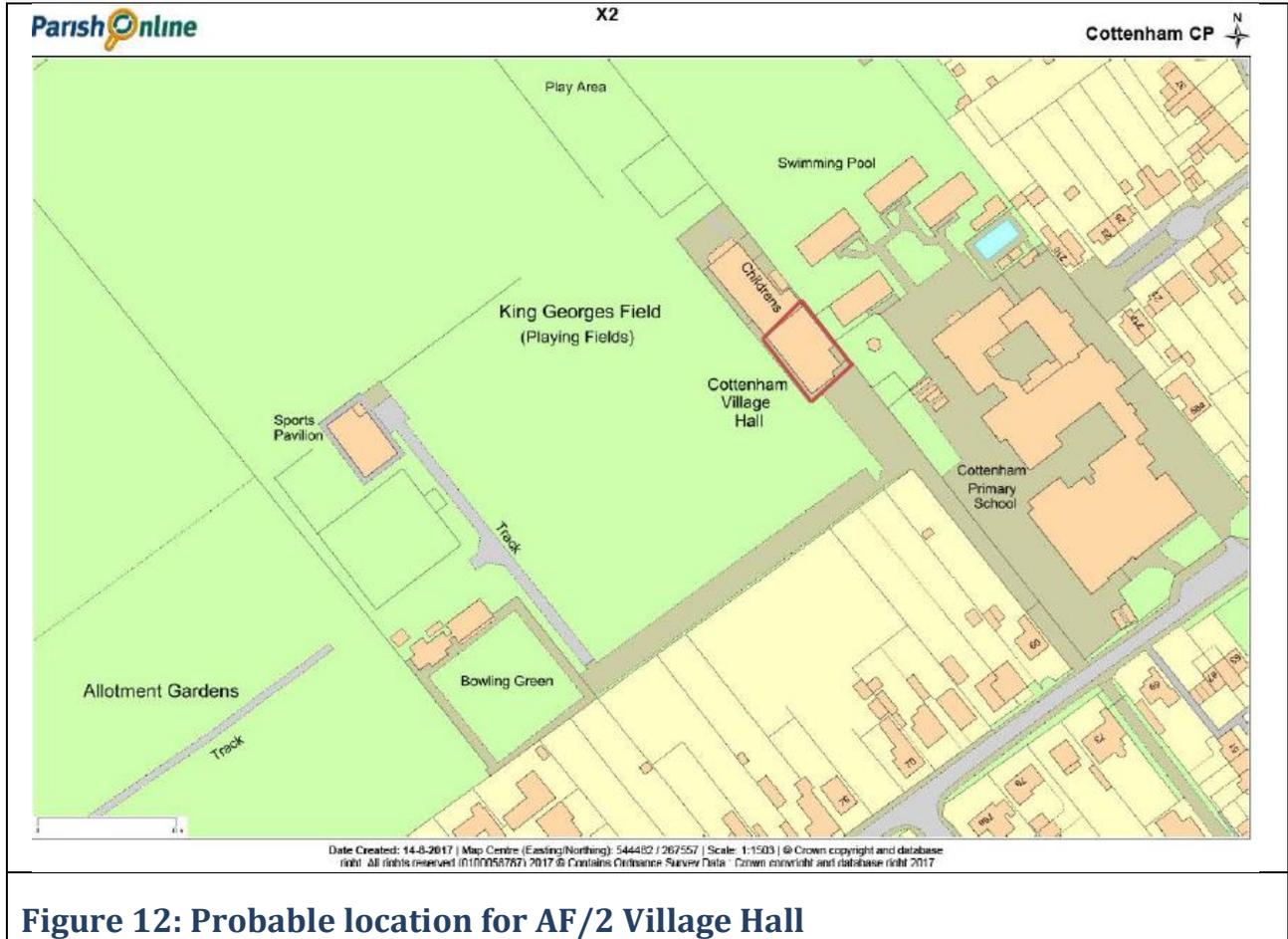


- c) **Cambridge Kids Club**^{G45} operate an out-of-school club for primary-age children.
- AF/2.3 The **SCDC Community Facilities Audit 2009**^B states that, based on a population of 6,100 at the **2011 census**^{G46} Cottenham, with only 294 square metres of indoor community meeting space had a deficit of 383 square metres, applying the SCDC average of 110m² per 1,000 head of population. In addition the Village Hall, accounting for some **200 m²** of that provision was rated only as “poor” in terms of both quality and accessibility, leaving only **100 m²** of “good” quality provision in a facility (**Cottenham Salvation Army Hall**^{G47}) with limited access to the public.
- AF/2.4 Nearly 250 m² was added when the **Cottenham Community Centre**^{G48} opened, but with Cottenham’s population growing to 8,000, the “need” is now around 880 m².
- AF/2.5 The largest facility in South Cambs in terms of total hall/meeting space, is the Milton Community Centre (which has a total of 531m²). The average main hall size is 152m².
- AF/2.6 Cottenham has only limited “village hall” facilities in other venues:
- a) **Cottenham Club**^{G49} – in a central location with low fees and parking, but ageing
 - b) **All Saints Church Hall**^{G50} – limited availability and parking and far from village centre
 - c) **CVC**^{G51} – good facilities but high fees and limits on availability, especially in day-time
 - d) **Community Centre**^{G52} – central, moderate fees and good facilities but no parking
 - e) **Cottenham Salvation Army Hall**^{G47} – central, but limited availability and parking
- AF/2.6 An extensive search during 2016 (**Business Plan – Village Hall & Nursery**)^B reviewed several possible sites for expansion. Key location criteria include:
- a) proximity to the **primary school**^{G52}, to limit traffic and improve child safety
 - b) location within the **village centre**^{G29} for easy walking distance for most residents
 - c) site scale to provide secure parking facilities for those further afield or less mobile
 - d) potential to integrate multiple users, improving utilisation and reducing costs.
- AF/2.7 The study concluded that no other site in the village can provide a “safe cluster” to safeguard children and minimise traffic. The “safe cluster” of **Primary School**^{G52}, **Ladybird Pre-School**^{G44} and the planned new **Nursery**^{G38} permit minimum-distance safe off-road transfers between the facilities when children transfer between Primary School and out-of-school club or parents are dropping off or collecting children from any of these facilities.
- AF/2.8 It is therefore necessary for this building to be located on the same site as its predecessor, despite this being “in the countryside” (**conflict with DP/7 and S/7**).
- AF/2.9 Improved access and control of on-site car parking will also be necessary for residents living some distance from the site and beyond the range of bus services.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



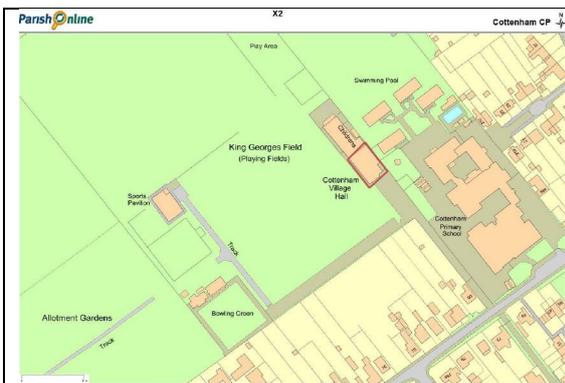
- AF/2.10 The design aim is an overall size of 650 m², incorporating a 250m² dividable Main Hall with 60m² of separate securable user storage spaces to cater for a range of indoor meeting, performance, recreation and sport, 100 m² for small meeting rooms, 50 m² for a sport-related social club, 25 m² for a Parish Council office and 10 m² for a Manager's office with 25m² informal and semi-professional catering and kitchen spaces and fully-accessible toilets.
- AF/2.11 **Village Design Statement**^{B7} **B/1** advises "High-quality contemporary architecture is encouraged. Imaginative and original design can extend and renew the distinctive character and traditions of Cottenham's built environment."
- AF/2.13 The proposed Indoor Facilities (**policy ...**) standard for **Rural Centres**^{G53} is as follows:
- a) **Rural Centres**^{G53} should feature at least one large facility which offers extended access to all community groups at competitive rates.
 - b) The centre should have at least one high quality main hall space suitable for a variety of uses, potentially including club sport and physical activity; theatrical rehearsals/performances and social functions, ideally in a central and accessible location in the community. The facility should also offer smaller, separate meeting spaces and significant storage.
 - c) All facilities, including toilets, should be fully accessible, or retro-fitted to ensure compliance with **Disability Discrimination Act**^B legislation wherever possible. Additional facilities, for example changing rooms, should be fit for purpose and compliant with design best practice (for example Sport England).
 - d) Facilities should include a sizable kitchen/catering area (potentially professionally equipped) for the preparation of food and drink. It is desirable that the hall be licensed, with a personal licence holder, to permit a larger number of events. The facility may also require employed staff.
 - e) All new-build facilities should be designed with significant energy-efficiency measures in place. This includes energy efficient lighting (including timers and automatic sensors); double/triple glazing; draught proofing; insulation; appropriate central heating etc. Additional measures, such as the capture and use of grey water, photovoltaic cells, Combined Heat and Power (CHP), should also be explored.
 - f) All current facilities should be upgraded where appropriate and feasible to ensure that management/revenue costs are kept to a minimum.



Policy BF/1: King George V Field & Recreation Ground (X2 in Figure 29)

Support development of the King George V Field and Recreation Ground to provide community facilities primarily intended to encourage wider participation in and enjoyment of indoor and outdoor recreation or, due to proximity of the Primary School, to provide facilities for early years education and child-care, and a day centre for the elderly provided any development:

- a) Does not lead to loss of any sports pitches, and
- b) retains adequate changing and washing facilities to support participation in formal and informal sports, and
- c) supports “sports for all” by providing indoor and outdoor facilities to encourage participation irrespective of age, disability or gender, and
- d) retains and updates appropriate indoor community facilities to support a wide range of community activity including a meeting place for the elderly, and
- e) supports safe child-care and pre-school education, and
- f) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site, and
- g) includes infrastructure for modern communications technology to facilitate “drop-in” working within walking distance of home, and
- h) encourages pedestrian access, and
- i) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access and co-ordination improvements



The site location off Lambs Lane



Visualisation



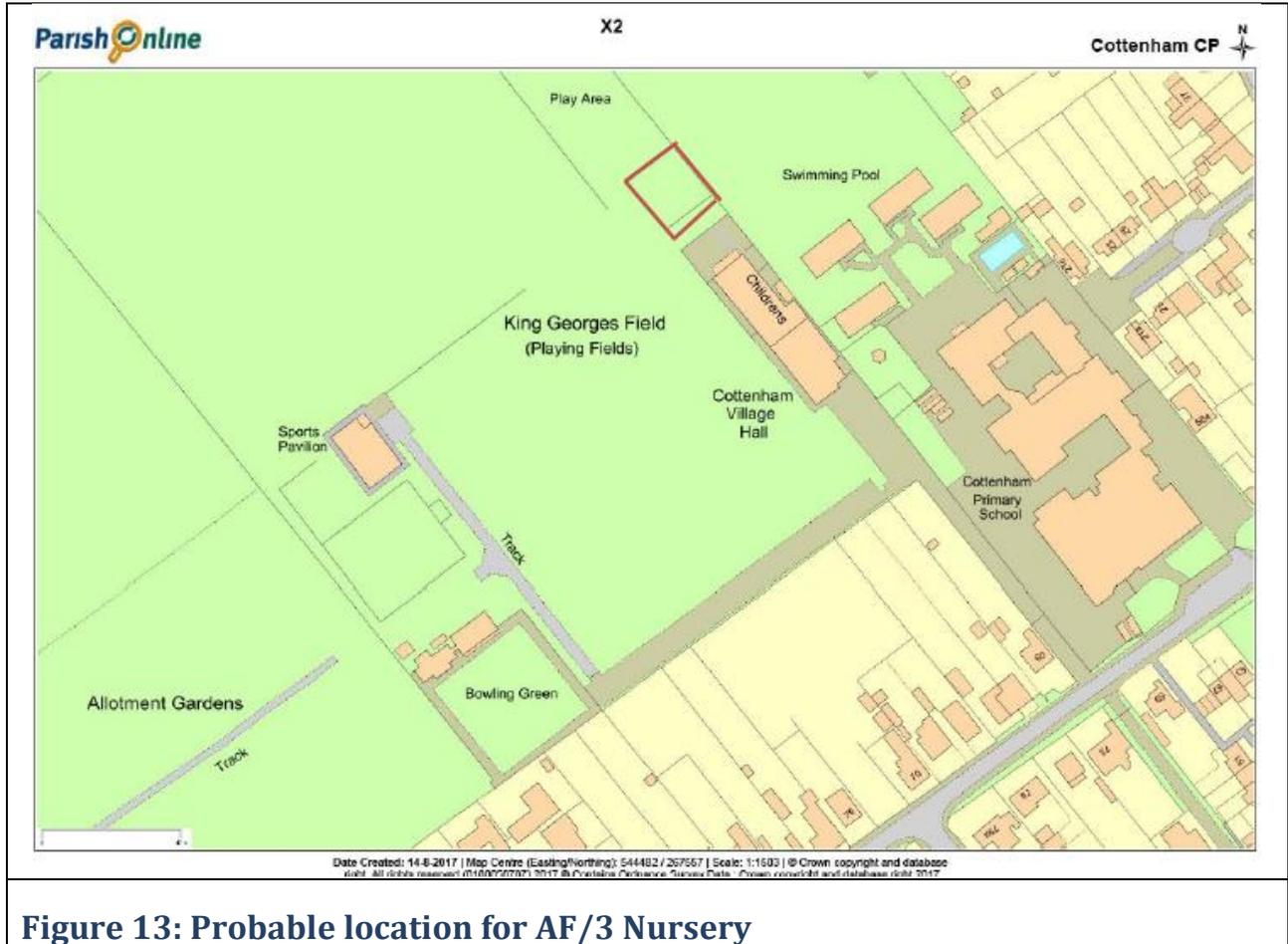
Why? With 400+ new houses will come a lot of children; enough eventually to trigger a need for more Primary School places. One solution is to build an extension on part of our leased “3rd Field” at the Recreation Ground, exchanging that land for some of the field between the Allotments and Ramphill Farm. This could be quite disruptive to both the school and our provision of sports pitches requiring close co-operation between the school, CCC and CPC. Ahead of primary school expansion comes the need for early years provision, either co-located with or in close proximity to the primary school.

Policy AF/3: Nursery

Support development of a 50-place Nursery^{G54} on the Recreation Ground (in conflict with SCDC planning policies DP/7 and S/7) to provide facilities for early years education and child-care, provided the design:

- a) does not lead to loss of any sports pitches, and
- b) is imaginative and original to extend and renew the distinctive character and traditions of Cottenham’s built environment, and
- c) is supported by an event management plan^{Gx} to co-ordinate people and vehicle movements on-site, and
- d) encourages pedestrian access, and
- e) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access improvements

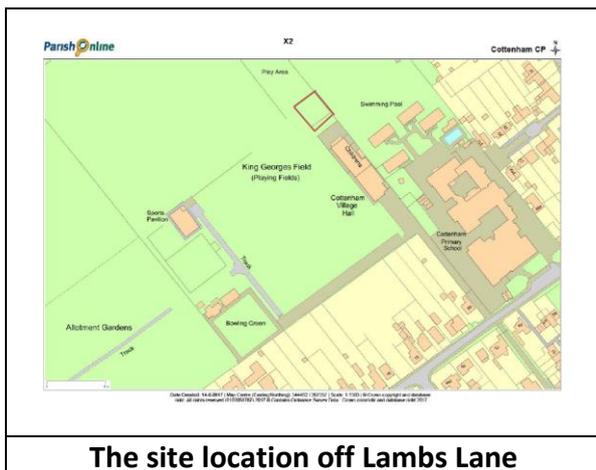
- AF/3.1 Cottenham has an estimated need for a 50-place Nursery^{G54} to meet the need for all-day all-year-round pre-school care for 0 to 5 year old children, arising from:
- a) a shortfall in pre-school space for early years (0-5) education at the statutory level of provision with limited supply of all-day care within the village resulting in avoidable traffic delivering children to carers in neighbouring villages.
 - b) Increased demand arising from housing development adding over 100 children to the early years contingent
 - c) increasing demand for all-day pre-school places as a result of the proposed change to 30-hour free state provision.



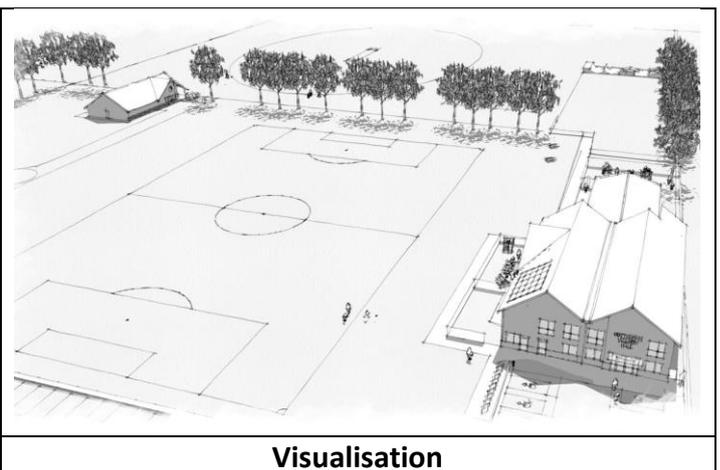
Policy BF/1: King George V Field & Recreation Ground (X2 in Figure 29)

Support development of the King George V Field and Recreation Ground to provide community facilities primarily intended to encourage wider participation in and enjoyment of indoor and outdoor recreation or, due to proximity of the Primary School, to provide facilities for early years education and child-care, and a day centre for the elderly provided any development:

- a) retains outdoor space sufficient to support at least one dedicated cricket square and regulation-size association football pitch, with ample additional space to support additional formal sports pitches and training areas, and
- b) retains adequate changing and washing facilities to support participation in formal and informal sports, and
- c) supports “sports for all” by providing indoor and outdoor facilities to encourage participation irrespective of age, disability or gender, and
- d) retains and updates appropriate indoor community facilities to support a wide range of community activity including a meeting place for the elderly, and
- e) supports safe child-care and pre-school education, and
- f) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site, and
- g) includes infrastructure for modern communications technology to facilitate “drop-in” working within walking distance of home, and
- h) encourages pedestrian access, and
- i) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access and co-ordination improvements



The site location off Lambs Lane



Visualisation

Why? With 400+ new houses will come a lot of children; enough eventually to trigger a need for more Primary School places. One solution is to build an extension on part of our leased “3rd Field” at the Recreation Ground, exchanging that land for some of the field between the Allotments and Rampthill Farm. This could be quite disruptive to both the school and our provision of sports pitches requiring close co-operation between the school, CCC and CPC.

Policy AF/4: Primary School

Support development of a school extension **near the Recreation Ground and Cottenham Primary School**, provided the design:

- a) is imaginative and original to extend and renew the distinctive character and traditions of Cottenham’s built environment, and
- b) encourages pedestrian access, and
- c) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access and co-ordination improvements

AF/4.1 The permitted and anticipated developments will create a need for approximately N additional primary school places which cannot be fully accommodated in the existing school buildings.

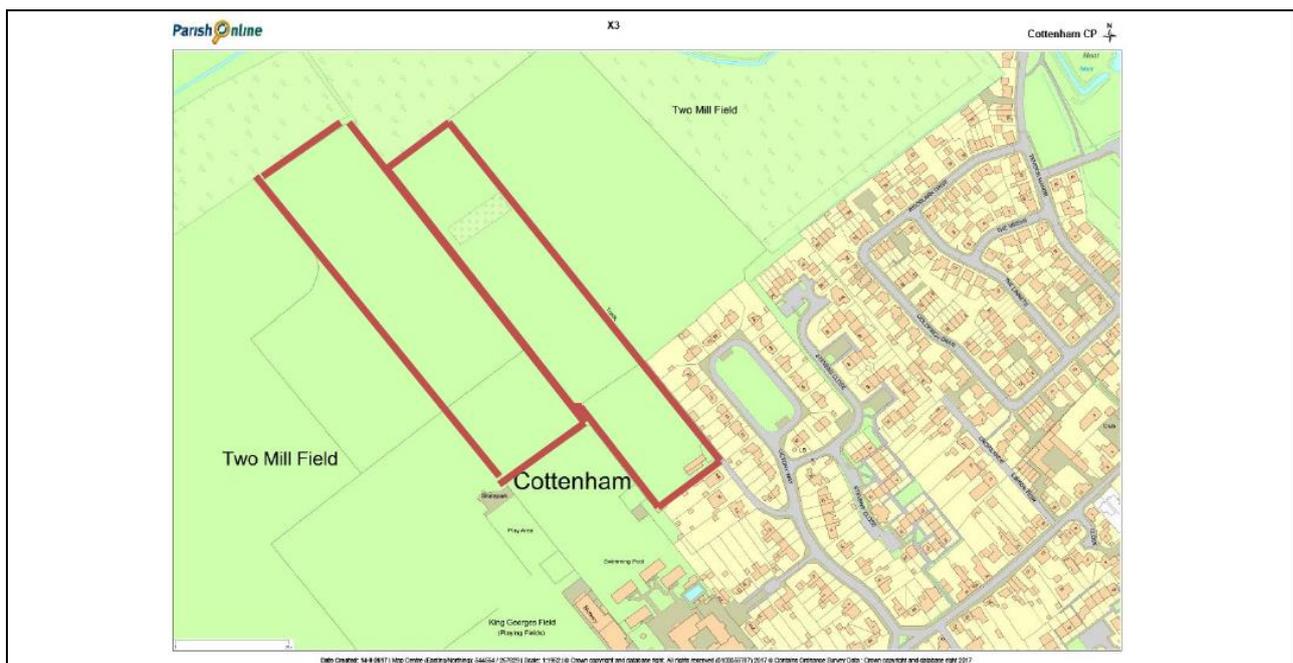


Figure 14: Possible alternative locations for AF/4 Primary School extension

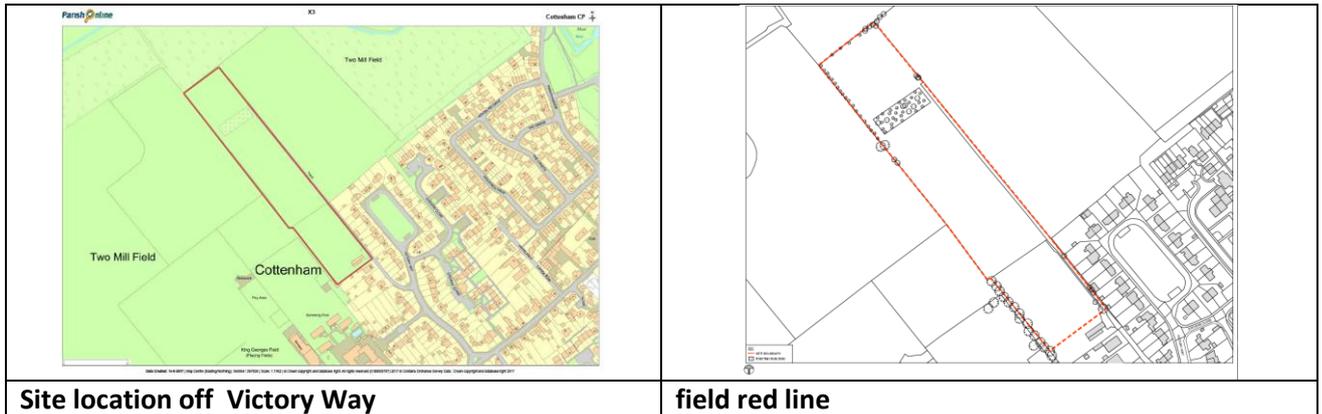


Policy GF/1: Field (X3 in figure 29)

Support development of 2 ha field X3, if and when available, to provide:

A: an appropriately-sized “on campus” extension to the Cottenham Primary School, provided the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site, and
- b) includes specific provision for primarily off-road safe footpath and cycle links to Cottenham’s residential clusters, and
- c) encourages pedestrian access, and
- d) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access and co-ordination improvements



- GF/1.1 The site lies outside but adjacent to the existing residential framework, is mostly within easy walking distance of Cottenham’s core, and adjacent to the Cottenham Primary School.
- GF/1.2 The land, in three pieces, is owned by three private landowners but understood to be available for development
- GF/1.3 The site is within easy walking distance of the village core via Lambs Lane and can readily be connected by foot path to the adjacent Primary School and the Tenison Manor and Victory Way estates
- GF/1.4 Use of the site avoids compromising Cottenham’s limited open space for sport and respects the proposed Local Green Space.



Policy GF/7: Field Q

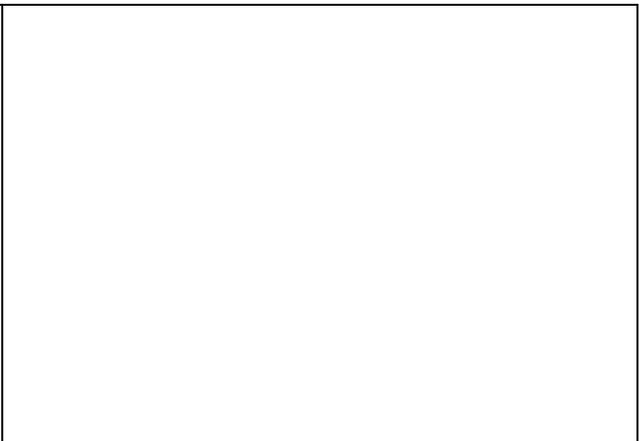
Support development of 2 ha field X7, if and when available, to provide:

A: an appropriately-sized “on campus” extension to the Cottenham Primary School, provided the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site, and
- b) includes specific provision for primarily off-road safe footpath and cycle links to Cottenham’s residential clusters, and
- c) encourages pedestrian access, and
- d) contributes to safer traffic movements by inclusion of appropriate on-site parking and site access and co-ordination improvements



Site location off Victory Way



field red line

- GF/1.1 The site lies outside but adjacent to the existing residential framework, is mostly within easy walking distance of Cottenham’s core, and adjacent to the Cottenham Primary School.
- GF/1.2 The land, in three pieces, is owned by three private landowners but understood to be available for development
- GF/1.3 The site is within easy walking distance of the village core via Lambs Lane and can readily be connected by foot path to the adjacent Primary School and the Tenison Manor and Victory Way estates
- GF/1.4 Use of the site avoids compromising Cottenham’s limited open space for sport and respects the proposed Local Green Space.

Why? Although the Colts have a girl's football team, most of the sport supported by the Parish Council is for boys and younger men. CPC will receive developer funds to build an all-weather multi-use games area (MUGA) supporting basketball, football and netball – but will need to find space for the courts and changing facilities.

Policy AF/5: Sports facilities

Support "sport for all" by allocation of land and development of additional sports facilities at, and adjacent to, the Recreation Ground, provided these create safer traffic movements by including appropriate on-site parking facilities. The land would:

- a) be contiguous with the existing Recreation Ground, especially near the Sports Pavilion, and
- b) include provision for a 3-court floodlit MUGA and, if feasible, a rugby football pitch, and
- c) provide a road route through the site to Rampton Road

- AF/5.1 Additional facilities require space on which to develop playing surfaces and associated drainage and lighting or buildings.
- AF/5.2 SCDC **list^B** 1.6 ha per 1,000 population as the benchmark for formal sports provision in their **Recreation & Open Space study^B** (derived from Design Standards for Outdoor Sport & Play).
- AF/5.3 This implies a requirement for around 10 ha for Cottenham against an actual freehold provision of 4.66 ha supplemented (currently) by 3.4 ha of leased land, some of which is used for sport, **a shortfall of around 2 ha.**
- AF/5.4 The proposed new facilities include an all-weather floodlit 3-court **Multi-Use Games Area (MUGA)^{G55}** for basketball, 5-a side football and netball and/or a simpler boules court and/or an extension to the **Sports Pavilion^{G56}**. To be most effective socially, economically and environmentally, any land extension should be contiguous with the existing "second field" allowing shared use of the recently-built Sports Pavilion and planned Village Hall.
- AF/5.5 **Two candidate** green field sites are included in figure 14; only a part of either would be required.

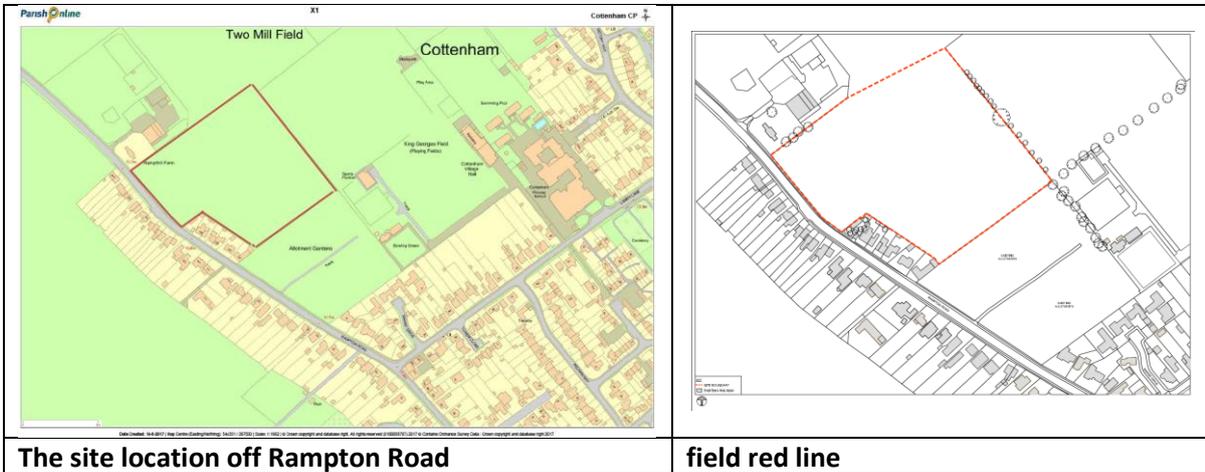


Figure 15: Reasonable alternative locations for AF/6 Sports facilities

Policy GF/2: Field (larger of the two sites in Figure 9)

Support development of approximately 3 hectare field between Ramphill Farm and the Allotments on Rampton Road, if and when available, to provide additional open space for sports adjacent to the Recreation Ground behind a small strip housing development of 10 houses, provided that the design:

- a) provides a roadway access between Rampton Road and the Sports Pavilion on the Recreation Ground, and
- b) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



The site location off Rampton Road

field red line

- GF/2.1 The site lies outside but close to the existing residential framework, is mostly within easy walking distance of Cottenham’s core, and adjacent to the Recreation Ground.
- GF/2.2 The land is owned by a single public-sector landowner and understood to be available for development, although the owner has its own agenda as a “speculative developer”.
- GF/2.3 The site is just beyond easy walking distance of the village centre via Rampton Road but can readily be integrated with the Recreation ground and connected by foot path to the adjacent Primary School.
- GF/2.4 Use of the site complements Cottenham’s limited open space for sport and respects the proposed Local Green Space.

Policy GF/3: Allotments site (X1 in Figure 29)

Support development some or all of the ~15,000+ m² site, if and when vacated, to provide:

A: a mixed 10-20 unit housing development along Rampton Road, and

B: additional open space for sports adjacent to the Recreation Ground, provided that alternative suitable allotment space is provided and the design:

- a) retains or secures adequate allotment space, and
- b) provides a roadway access between Rampton Road and the Sports Pavilion on the Recreation Ground, and
- c) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment, and
- d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



The site location off Rampton Road

possible site layout

- GF/3.1 The site lies outside but adjacent to the existing residential framework, is mostly within easy walking distance of Cottenham’s core, and adjacent to the King George V Playing Field, part of the Recreation Ground.
- GF/3.2 Cottenham Charities manages the allotments, provides almshouses and offers grants to residents in need.
- GF/3.3 Cottenham has over 8 hectares more than the average 0.4 hectares of allotment per 1,000 residents (SCDC – Recreation & Open Space Study 2013) and the land is well-connected to both the village and the Recreation Ground.
- GF/3.3 Relocation of the allotments, followed by limited development of the site, could increase the Charity’s ability to deliver all three aims.

Why? Cottenham’s formal play spaces are concentrated at the Recreation Ground despite recent development more than 1km from there. The issue is most acute for Brenda Gautrey Way and Tenison Manor.

Issue: How do we ensure there is appropriate play space – total and location - in Cottenham?

Policy AF/6: Play facilities

Support the provision of equipped areas for child play being included in future residential development sites larger than 50 houses

- AF/6.1 Guidance for Outdoor Sport & Play (*Beyond the Six Acre Standard^B*) from *Fields in Trust^{G41}*, the successor to the *National Playing Fields Association^{G41}* and *King George V Fields^{G41}*, recommends that:
 - a) children considered old enough to play independently should have access to a 20m * 20m *Local Equipped Area for Play (LEAP)^{G42}* within 400 metres (a 5 minute walk) and,
 - b) for older children, access to a 31.6m * 31.6m *Neighbourhood Equipped Area for Play (NEAP)^{G43}*, including a hard surface suitable for 5-a-side football, within 1000 metres (a 15 minute walk).
- AF/6.2 Longer distances discourage spontaneous short visits to play areas while shorter distances also encourage social contact within neighbourhoods.
- AF/6.3 Much of Cottenham is within reach of the extensive play facilities at the Recreation Ground. However, *Design Standards for Outdoor Sport & Play^B* indicates provision of a *Local Equipped Area for Play^{G42}* is necessary at Brenda Gautrey Way and on Tenison Manor, both of which have more than 50 dwellings without a *LEAP^{G42}*.

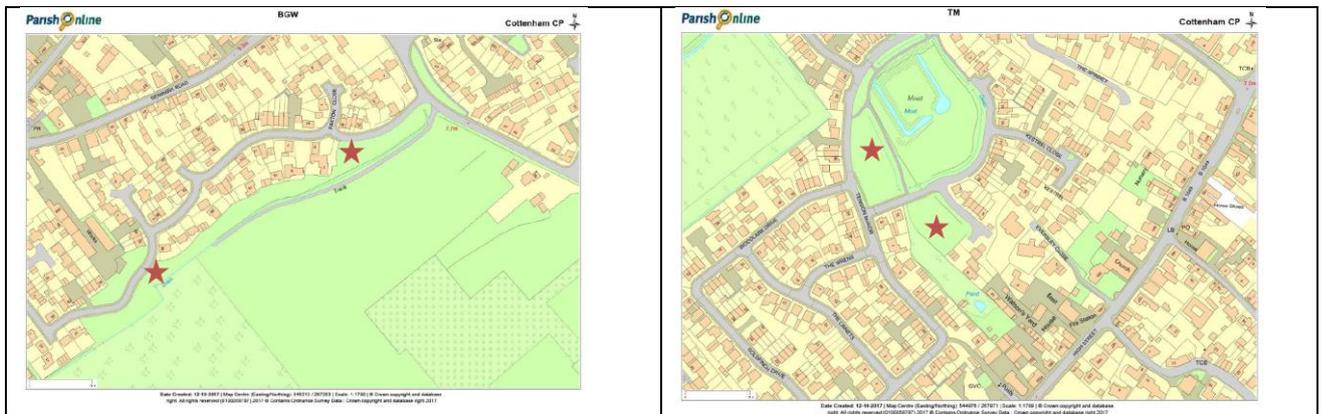


Figure 16: Reasonable alternative locations for AF/6 Play facilities

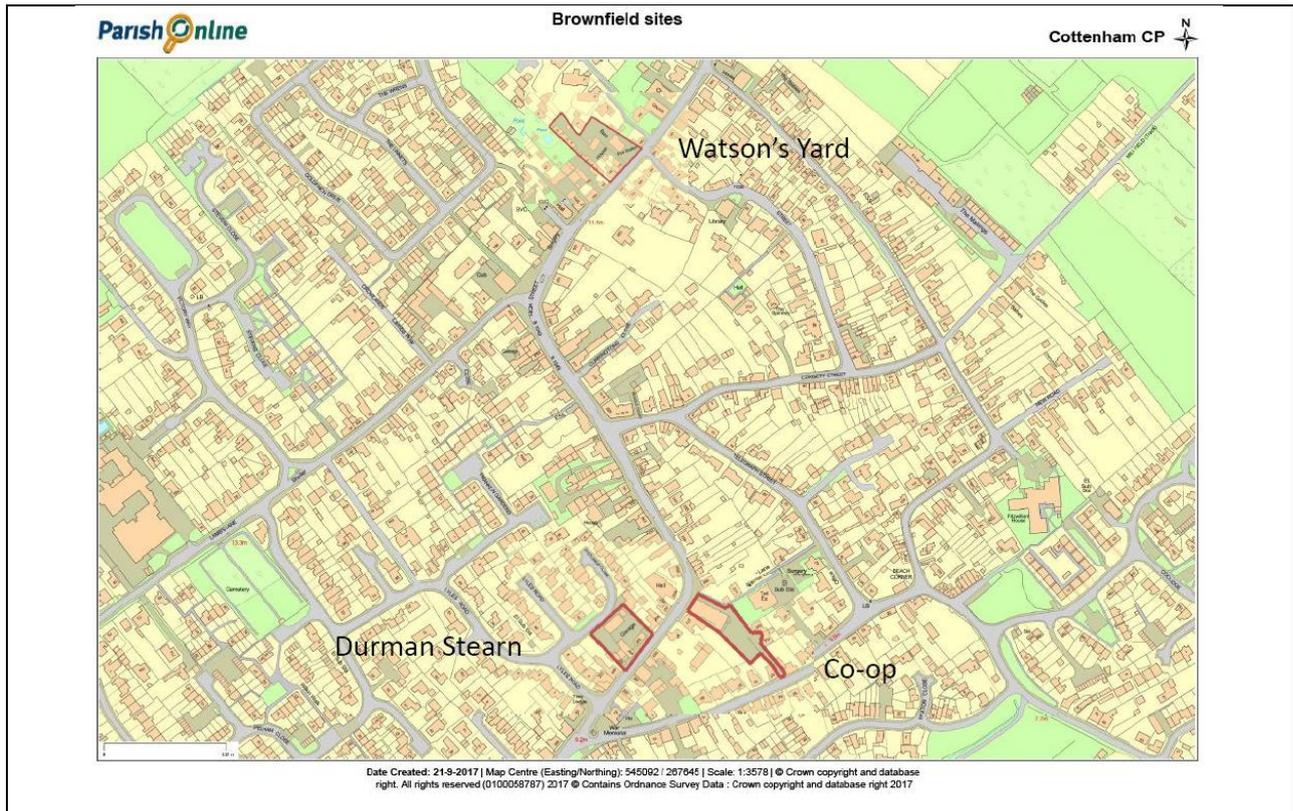
Why? The pedestrian entrance to the current supermarket site is located on a dangerous bend, often aggravated by vehicles parked outside rather than using the rear entrance and car park. The car park entrance itself is too narrow for two vehicles to pass and has poor visibility splays.

Policy AF/7: Supermarket

Development of a supermarket^{G44} to meet local needs will be supported in the village core, provided this:

- a) creates safer traffic movements by including appropriate on-site parking and delivery facilities, and
- b) releases the current site for a community purpose

- AF/7.1 The Co-operative supermarket, alongside the two convenience stores, is a vital part of the village's retail facilities and is looking to move to a larger central site within Cottenham.
- AF/7.2 Its current location, on a dangerous bend with limited visibility on the High Street, creates safety issues caused by HGV deliveries and bad parking.
- AF/7.3 Larger premises within the central area of the village would be ideal but availability of suitable centrally-located alternative sites is limited. Site BF/ 3 is suitable, and will become available within the plan timescale.
- AF/7.4 The current site has access issues but could, following relocation, be re-developed (see BF/4 in section 11) as **affordable homes (H/1) or, possibly, the Medical Centre (AF/1)**



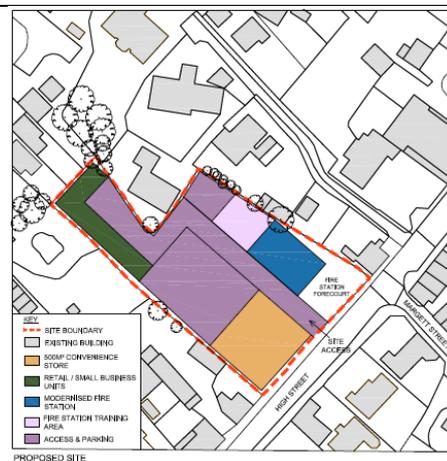
Policy BF/3: Watson's Yard / Fire Station site (X5 in Figure 29)

Support development of the ~5,000+m² Watson's Yard / Fire Station site, if and when vacated, to provide:

- A: a modern larger supermarket plus parking, and**
- B: a modernised Fire Station building and training area, and**
- C: 5 to 20 new or retained small business units, and**
- D: 3 to 5 small High Street office or retail units, provided the design:**
 - a) retains adequate Fire Service provision within Cottenham village, and
 - b) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham's built environment and especially adjacent buildings in the Conservation Area, and
 - c) includes infrastructure for modern communications technology to facilitate "drop-in" working within walking distance of home, and
 - d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Site location off High Street

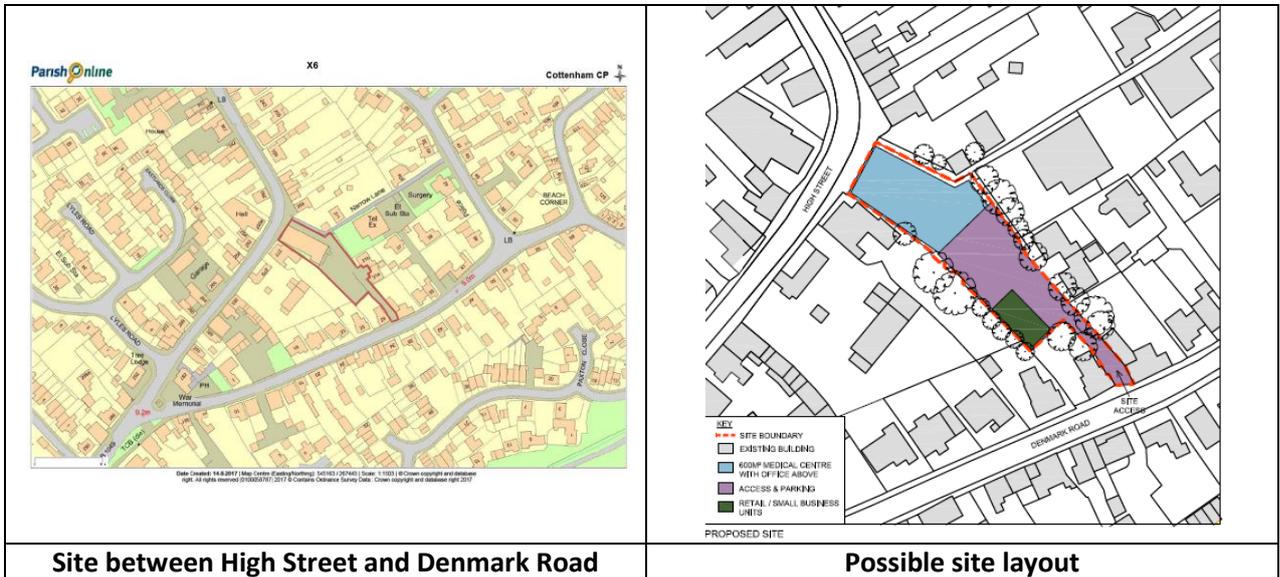


possible site layout

Policy BF/4: Co-op site (X6 in Figure 29)

Support development of the 2,000+m² High Street Co-op site, if and when vacated, to provide:

- A:** a modern Medical Centre (including consulting rooms and facilities for minor medical procedures) plus parking, and
- B:** 5 to 10 1 or 2-bed affordable apartments on upper floors, and
- C:** 2 to 5 small retail or office units, provided the design:
 - d) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site
 - e) includes infrastructure for modern technology to facilitate “drop-in” working within walking distance of home
 - f) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Policy BF/2: Durman Stearn site (X4 in Figure 29)

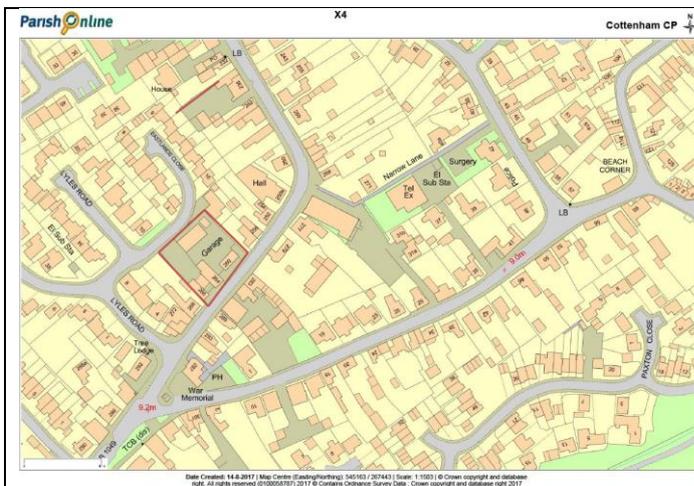
Support development of the 3,000+ m² High Street Durman Stearn site, if and when vacated, to provide:

A: a modern Medical Centre (including consulting rooms and facilities for minor medical procedures, such as X-Ray and phlebotomy) plus parking, or residential accommodation, and

B: 5 to 10 small retail or office units within refurbished buildings fronting the High Street

C: 5 to 10 1 or 2-bed apartments on upper floors across the site, provided the design:

- d) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site**
- e) includes infrastructure for modern technology to facilitate “drop-in” working within walking distance of home**
- f) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities**



Site off High Street and Eastlands Close



Possible site layout

Why? Estimates indicate that, even with the existing population, all three burial grounds in Cottenham will fill within ten years.

Policy AF/8: Extension of burial grounds

Extension of the village's burial grounds^{G45} to meet anticipated local needs will be supported, provided these:

- a) are adjacent to, and integrated with existing facilities, and**
- b) contribute to the village's accessible open space, and**
- c) create safer traffic movements by including appropriate on-site parking and access facilities**

- AF/8.1 Cemeteries are an important part of the village's facilities. Residents have a right to buried in the parish where they die.
- AF/8.2 Expansion of the population, despite the trend towards cremation, will increase the demand for space in our three burial grounds, all of which are nearing their capacity.
- AF/8.3 Everyone has a right to be buried within the Parish in which they die. For every thousand people, with an average life expectancy of around 80 years, a community can expect 1,250 deaths every hundred years (the age at which the graves, subject to agreement, can be recycled in some way). Demand for burials is likely to be about 30% (Constitutional Affairs Select Committee, Eighth Report, 2006) of this number – or around 4 per year per thousand population.
- AF/8.5 Whether by re-engineering, extension or provision of new space, additional capacity is needed to meet the anticipated demand for about 30 new interments per annum over the plan period – 450 in total.
- AF/8.4 Cottenham's graveyards are of different ages. All three date back, at least in part more than 100 years so various solutions might be considered for limited re-engineering to extend their life:
- a. All Saints' Churchyard dates back long before the ½ acre extension added in 1911, so much of it could be re-engineered if appropriate, or another extension considered.
 - b. The Dissenters' cemetery originated from 1845 and extended in 1913, so some could be re-engineered. Land purchased in the 1970s could be brought into use with suitable investment.
 - c. The Public Burial Ground, ½ acre alongside the All Saints' graveyard and funded by public subscription in 1911, could also be re-engineered progressively.

**Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012**

AF/8.6 The indicative graveyard layout below shows that the anticipated demand over a 50 year period could be met with an additional 1 acre of burial space. This could be delivered by extension or re-engineering of existing spaces or development of a new graveyard.

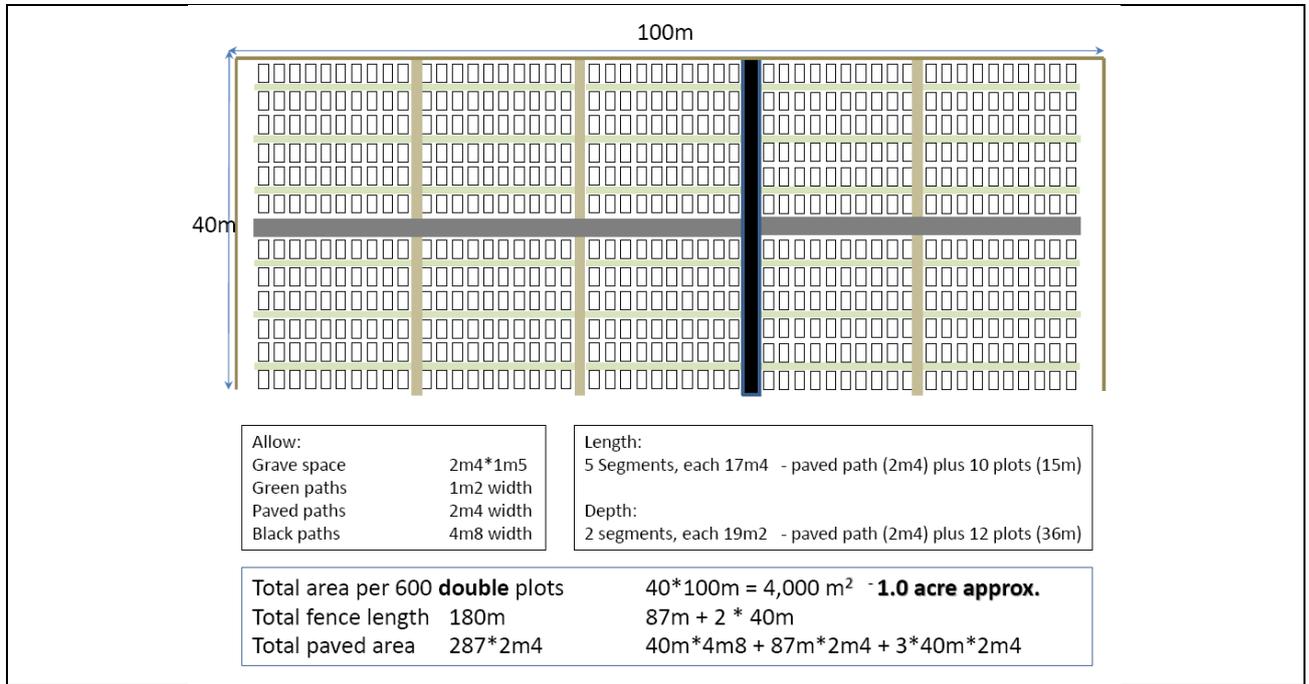
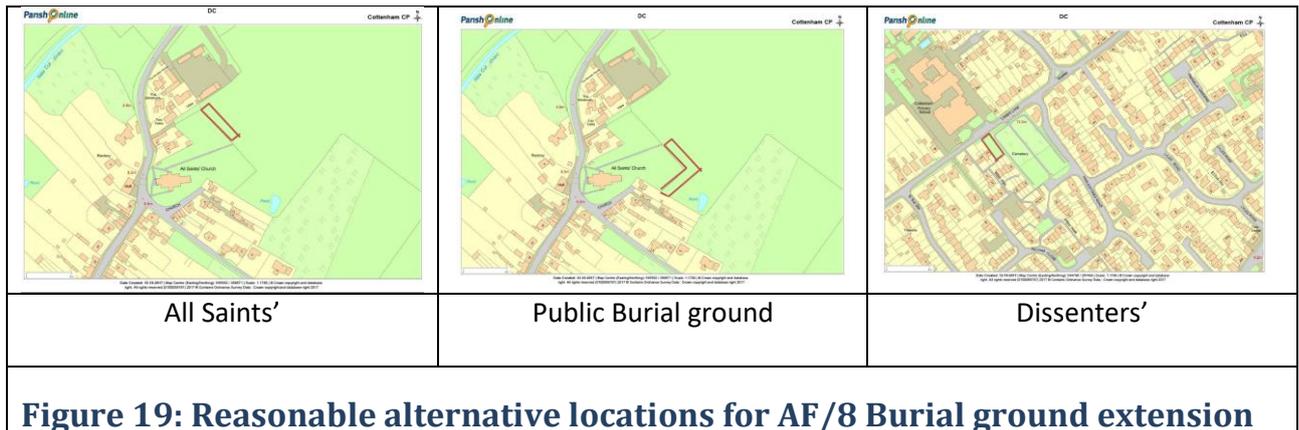


Figure 18: Indicative layout of a 600 plot graveyard.

AF/8.7 Should additional land be needed a suitable plot has been identified adjacent to the existing burial grounds at All Saints' Churchyard.



Policy GF/4: Land in the vicinity of All Saints' Church (X8 in Figure 29)

Support development to provide a small (1/2 acre?) extension to the Village's Public Burial ground, provided that the area:

- a) is enclosed by a suitable robust fence and/or hedge to blend with the immediate surroundings, and
- b) includes footpath extensions for the existing burials provision, and
- c) includes planting of several native tree species with the burial ground

<p>The site location adjacent to All Saints' Church</p>	<p>Part of the 1911 deed with the proposed extension</p>

- GF/4.1 Demand for additional burials space has been assessed as approximately 0.75 per household per hundred years (cited in SCDC Case Officer report into planning application S/1411/16/OL dated 23rd March 2017)
- GF/4.2 Cottenham currently has around 2,500 houses, implying a future "50-year need" for around 900 plots
- GF/4.3 Cottenham burials in recent times have been split more or less equally between the Dissenters' cemetery and the two burial grounds at All Saints' church.
- GF/4.4 With graveyard capacity estimated to be 1,250 graves per acre, a 1 acre total expansion would provide capacity for around 100 years within an additional public open space at the Church End of the village.



6 Providing more housing

- 6.1 Sustainable development and growth enhances the self-reliance of the local community and economy. A sustainable community involves human diversity and variety but high housing costs effectively exclude people of different income levels.
- 6.2 More sustainable communities encourage a mix of housing types and income levels by preferring housing provision by **Community Land Trusts^{G46}** and other non-profit means. The **NP survey^{B8}** identified providing more affordable homes in Cottenham as important.
- 6.3 **SCDC's emerging Local Plan^W includes an objectively assessed need for 19,500 homes which are mostly allocated to city edge and strategic sites like Northstowe. However 4,748 houses will be allocated to Rural Centres and Minor Rural Centres. Over 4,000 of those houses had been allocated by ...**
- 6.4 In 2012, a **Housing Needs Assessment^B** for Cottenham indicated there were 108 households with local connections (**3*4bH, 20*3bH, 60*2bH, 7*2bB, 16*1bH, 21bB**) on the Housing Register and 44 households in need of affordable housing, 19 of which were already on the Housing Register indicating a need for 133 new affordable homes.
- 6.5 As of May 2016, the unmet **Housing Need^B** had fallen to 81. There were 70 people with a local Cottenham connection seeking affordable rented housing (**51 under 60 – 17*1b, 25*2b, 6*3b, 3*4b; 19 60+ - 18*1b, 1*2b**) on the Housing Statistical Information leaflet and 11 people living in Cottenham registered on the Help to Buy list.
- 6.6 **Assuming growth rates of up to 2% pa this leads to a possible need for 92 new rented and 15 new shared ownership homes by 2031.**
- 6.7 SCDC has approved applications for some 376 homes to be built in Cottenham on three sites over the next few years. By policy, these will include 150 affordable homes. However, the SCDC allocation policy allocates only the first 8 and 50% of the remainder on a site to people with a local connection, indicating that 87 (61 rented and 36 shared ownership) affordable homes could be made available to local people under this policy.
- 6.8 There could thus be a need for up to **31** new homes at affordable rents in Cottenham over and above those already identified or planned.
- 6.9 **The Housing Needs Survey for Cottenham, developed in August / September 2017 ...**
- 6.10 Affordable homes are ideally located within easy walking distance of the village centre and less than 400 metres of a well-served* (bi-directional service to Cambridge) bus stop to discourage car usage and reduce costs.
- 6.11 Developer contributions, as Community Infrastructure Levy (CIL) or "Section 106" conditions and obligations, will be sought from all market homes. These contributions will mostly be directed to enabling the Amenities & Facilities or Traffic & Transport parts of the plan.



Why? The current framework is out of date. The framework should include all permitted developments and the sites of Community Facilities like the Nursery and Village Hall

Policy H/0: Residential framework

Extend the residential framework to include:

- a) the recent development at Racecourse View, and**
- b) south-west edge sites permitted for development, and**
- c) the greenfield development sites (GF/x) selected for development in this plan**
- d) the community facilities proposed ...**

- H/0.1 The existing residential framework does not include the recently completed development at Racecourse View
- H/0.2 The framework is extended to include facilities and sites approved for development or selected for development under this plan.
- H/0.3 SCDC's planning policies will continue to apply according to whether a proposal is inside or outside the framework.

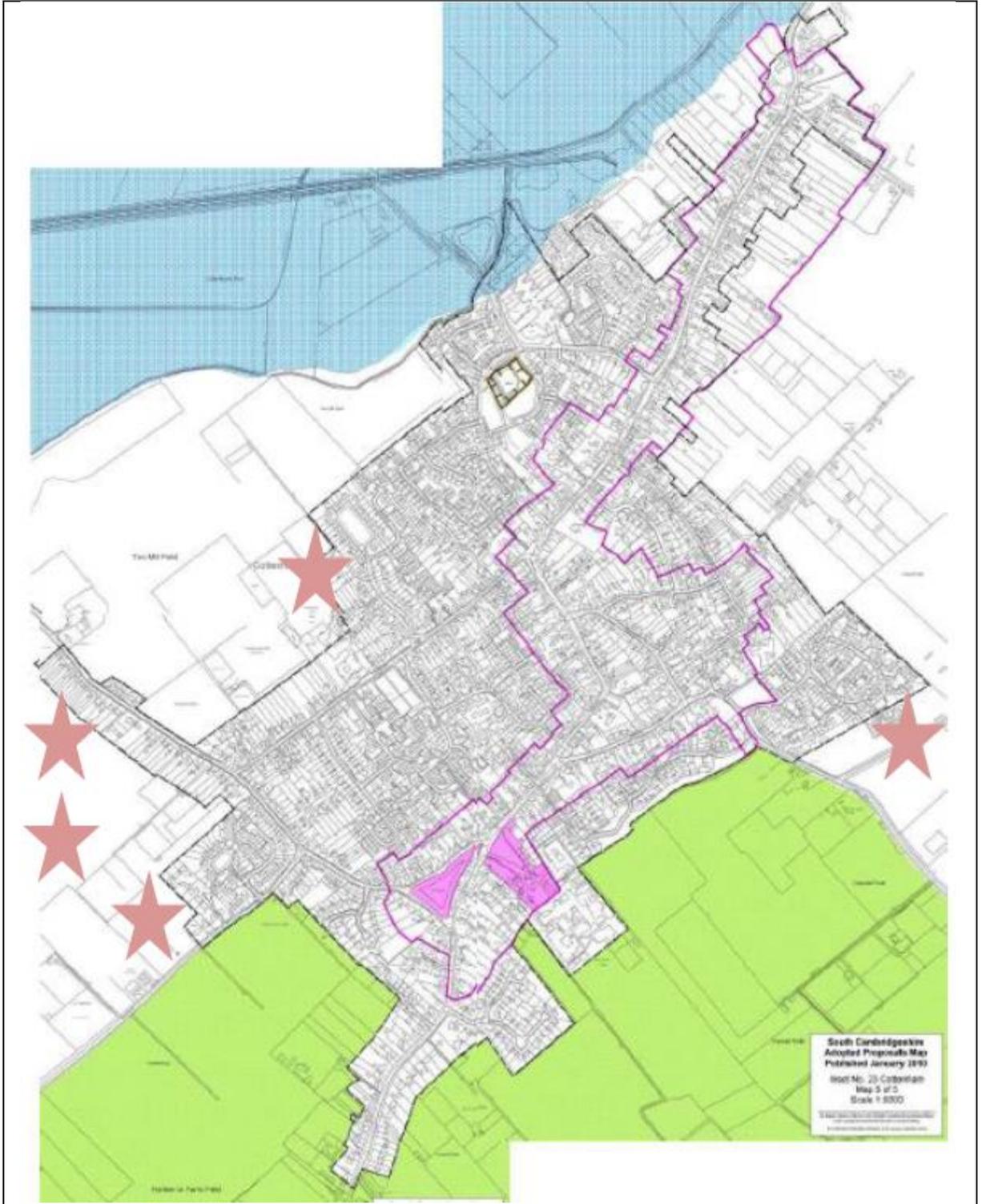


Figure 20: Proposed extensions to Cottenham's Development Framework

*

Why? Given other developments, the focus in the NP is to deliver truly affordable homes for local people in perpetuity.

Policy H/1: New affordable housing development

Support development of at least **31** affordable homes on several sites (see section 9 for candidate sites) over the 15-year plan period, provided that:

- a) the homes are located on sites inside or immediately adjacent to Cottenham's established development framework, and
- b) the homes are within easy walking distance of the village centre or a **well-served*** (bi-directional service to Cambridge) bus stop, and
- c) the homes incorporate up-to-date communications technology to facilitate working from home and reduce car dependency, and
- d) the homes remain available in perpetuity to residents with a local connection, and
- e) designs (VDS B/1) are imaginative and original to extend and renew the distinctive character and traditions of Cottenham's built environment, especially for designs of affordable homes

- H/1.1 Cottenham will have a shortfall of around **31** affordable homes for local people by 2031.
- H/1.2 Current SCDC policy requires 40% of homes within larger new developments to be classified as affordable (by households with lower than local median incomes) but only around 24 per 100 are prioritised for local people. Around **130** additional homes would be needed to eliminate demand fully within mixed developments of market-priced and affordable homes and these would not be held for local people in perpetuity.
- H/1.3 A **Community Land Trust^{Gx}** has more than usual flexibility on land which it could develop and, more importantly by reducing the profit available to landowner and developer, can guarantee lower priced homes available only to people with local connections "in perpetuity".
- H/1.4 A **Community Land Trust^{Gx}** can deliver clusters of 20 or more affordable homes within mixed (affordable and market-priced) developments of up to 50 homes.
- H/1.5 Repeated every 5 years, this approach will deliver affordable homes at a rate equivalent to 4 times the rate of growth in demand and eliminate the unmet demand.
- H/1.6 **Village Design Statement^{G7} B/1** High-quality contemporary architecture is encouraged. Imaginative and original design can extend and renew the distinctive character and traditions of Cottenham's built environment, especially for designs of affordable homes.

Why? Additional housing will generate more traffic-related noise, pollution and safety issues but this can be minimised by choice of location and provision of technology to facilitate working from home.

Policy H/2: New housing sites

Support development of mixed housing clusters over the 15-year plan period, provided that each green field site:

- a) conserves the “fen-edge” landscape character of Cottenham, and
- b) contains no more than 50 homes to remain consistent with Cottenham’s character and minimise impact on the landscape, and
- c) is more than 200 metres from any other cluster to ensure conservation of inter-cluster views of open countryside, and
- d) is within easy walking distance of Cottenham’s centre to facilitate social and economic integration, and
- e) is within 400 metres on foot of a scheduled frequent public transport service to reduce car dependency, and
- f) is provided with up-to-date communications systems to facilitate home working and reduce car dependency, and
- g) is closely connected to one of Cottenham’s five arterial roads

- H/2.1 In the **Neighbourhood Plan survey** residents agreed with the need for affordable homes in Cottenham but expressed a strong dislike of larger developments, favouring mixed developments in smaller clusters, each of up to 50 homes, at the village edge.
- H/2.2 Development in Cottenham has generally followed a simple sequence, avoiding large, disconnected developments:
- a) ribbon development along five arterial roads towards adjacent villages
 - a. Twentypence Road
 - b. Beach Road
 - c. Histon Road
 - d. Oakington Road
 - e. Rampton Road
 - b) in-fill and back-fill within the expanding residential framework
 - c) occasional larger “wrap-around” developments close to the village centre
 - a. Brenda Gautrey Way
 - b. Tenison Manor
- H/2.3 Concerns about traffic generation from developments lead to cluster location within easy walking distance of the village centre and **well-served* (bi-directional service to Cambridge)** bus stops while fibre-optic broadband also helps minimise traffic by facilitating home-working.
- H/2.4 Sites for further consideration are included in sections 9 and 10.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

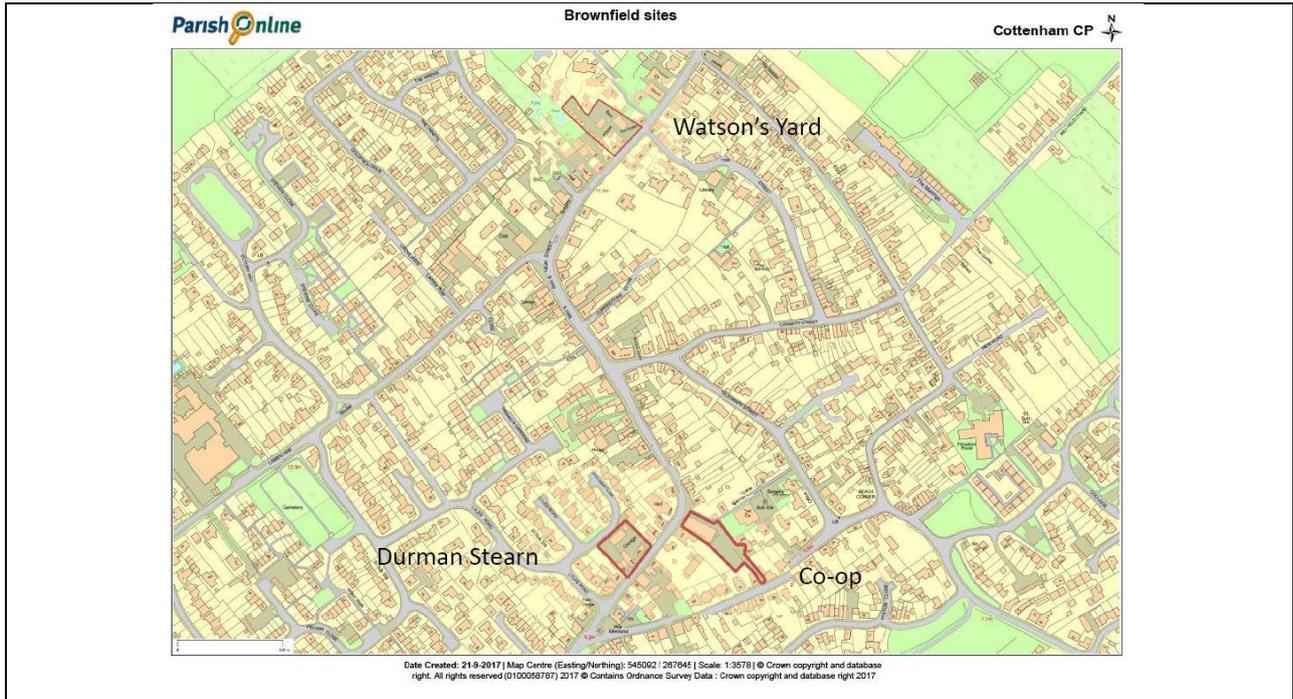


Figure 22: Reasonable alternative locations for H/2 housing sites (brownfield)

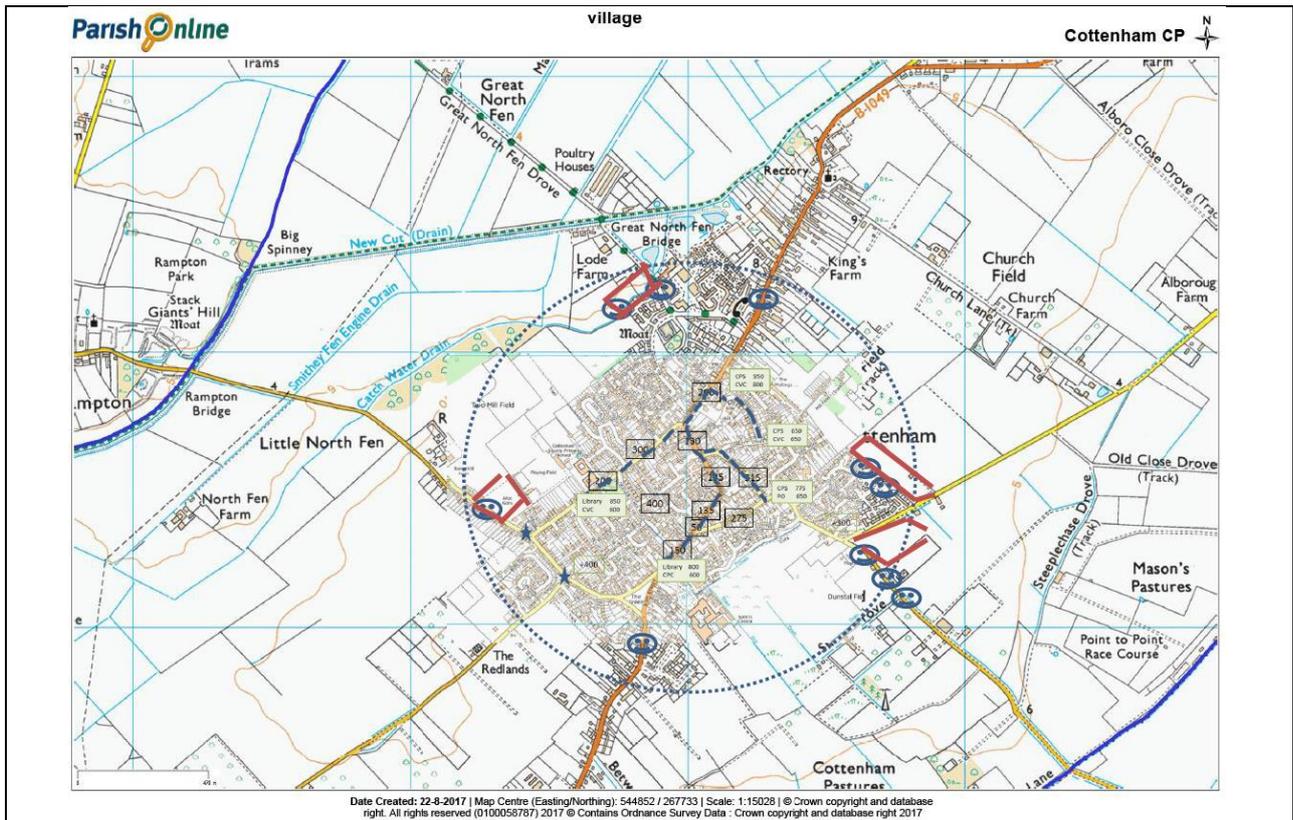


Figure 23: Reasonable* alternative locations for H/2 housing sites (greenfield)

Why? Cottenham's character is important to residents and is a complex sum of design and materials with attention paid to safety and flood risk.

Policy H/3: Cluster design

Require that each housing cluster of more than three houses on a site facilitates integration into the village (VDS S/2) by:

- a) providing safe off-road pedestrian, cyclist and mobility scooter access to key village facilities, including the High Street, Primary School and Village College, Recreation Ground and Broad Lane Amenity Area (VDS O/4), and
- b) applying landscape design criteria (VDS L/1) in the layout, form and urban design qualities of each site, and
- c) requiring the layout of each cluster and architectural design of each house to respect (VDS B/6) its Cottenham context, especially the use of buff bricks and dark roofing materials, and
- d) using subtle variations to minimise repetitious designs in form or proportion, and
- e) keeping car parking areas to the sides rather than fronts, and
- f) maintaining and creating vistas of open countryside (VDS S/3) between properties wherever possible, and
- g) requiring that the design of each cluster minimises flood risk by reducing surface water run-off rates to below 1.1 litres / ha / second by design, using an adequately-sized sustainable drainage systems, minimising the use of impermeable surfaces, and
- h) requiring that "urban creep" is either allowed for or restricted by removing permitted development rights that would otherwise allow further hardening of the surfaces, and
- i) including legal agreements on provision of long-term maintenance of drainage systems, and
- j) ..

- H/3.1 A key aspect of sustainability is access to village facilities without having to use a car for relatively short journeys given the limited availability of parking spaces.
- H/3.2 Village Design Statement policy S/2 advises "New developments need to be integrated into the village and form part of a linked overall pattern"
- H/3.3 Focusing on safe pedestrian and mobility scooter access (including parents with children in pushchairs or riding small scooters or bicycles) provides safe and cost-effective access to village facilities by a broad range of residents.



- H/3.4 Village Design Statement policy O/4 advises “new developments must add to the provision of open space for leisure and play, linked by off-road paths to existing developments”
- H/3.5 Cottenham residents are proud of the village atmosphere and character, much of which stems from being a working village with a High Street unified by the presence of many buildings in a similar architectural style and materials relieved by subtle **variations of** detail and punctuated by buildings of a more varied style. This character has been maintained and extended by the layout and mixed architecture of recent developments.
- H/3.6 **Village Design Statement policy B/6** advises “new developments should acknowledge their Cottenham context and minimise repetitious designs in form or proportion, keeping car parking areas to the sides rather than fronts.”
- H/3.7 Most of Cottenham village lies between only 5 and 10 metres above sea level.
- H/3.8 Much of the rural area of the Parish and the south-west of the village, lies below the level of the Cottenham Lode and much of the surface water in and around Cottenham has to be taken to the Great Ouse via ditches and culverts under Cottenham Lode to the pumping stations operated by the Old West Internal Drainage Board. Those pumping stations are designed to cope with run-off rates of 1.1 litres per hectare per second.
- H/3.9 When land is developed, run-off rates from the impermeable surfaces are much higher than 1.1 litres per second per hectare and sustainable urban drainage systems techniques must be applied to attenuate the flows, often by use of a “1 in 100 year + 40% storm capacity” retention or balancing pond as a short-term storage tank with longer-term outflow rates limited to 1.1 litres per second per hectare
- H/3.10 Allowance should be included for 10% “urban creep” as householders make permitted small extensions or driveway improvements that harden surfaces and accelerate run-off.



7 Encouraging Employment

Why? Increasing employment opportunities within the parish and especially the village are important but may increase traffic and parking issues.

Policy E/1: Village employment

Support development of a wider range of small scale retail and commercial facilities within the village centre that:

- a) minimise the amount of additional traffic, and
- b) improve the presence, evenness and width of pavement provision in front of the development, and
- c) where practicable, provides or increases readily-accessible on-site parking spaces and secure cycle stands to reduce the need for street-side parking.

- E/1.1 Within the **village residential framework**, increased employment will arise from re-development of brown field sites (see section 11) mostly within improved amenities and facilities such as the Medical Centre (AF/1)
- E/1.2 Developments within the village centre and within 400 metres of a well-served* (bi-directional service to Cambridge) (public or community bus stop are favoured as they are less likely to increase vehicular traffic movements.
- E/1.3 Developments likely to increase pedestrian or vehicular traffic should include measures to mitigate the effects of these or improve the pedestrian and cycling environment nearby.
- E/1.4 Employment will also increase indirectly as a result of facilitating access to shops and other facilities by:
- a) improving pavement quality,
 - b) increasing the number of formal pedestrian crossings, near higher-use amenities
 - c) providing additional “edge of centre” parking spaces to stimulate trade without increasing demand for street-side parking
 - d) ensuring there are at least 2 cycle stands and at least 2 short-term parking spaces within 50 metres of each convenience store on the High Street
 - e) encouraging relocation of businesses requiring heavy vehicle activity away from the core to improve road safety.

Why? Increased employment in the rural parish can reduce traffic elsewhere by reduced commuting and associated parking issues.



Policy E/2: Rural employment

Support development with potential to increase participation in fenland-related eco-tourism outdoor pursuits or create agro-tourism opportunities likely to increase employment, provided that it:

- a) minimises the need for additional HGV traffic passing through Cottenham, and**
- b) seeks to reduce the impact of traffic by contributing to Cottenham's Community Bus Scheme, and**
- c) minimises the impact on the fen-edge landscape**
- d) wherever practicable, re-uses redundant or disused buildings to enhance the immediate setting, and**
- e) for ditch, drain or riverside locations, facilitates public access to water-side walks and views of the open countryside**

- E/2.1 Employment will increase through development of eco-tourism (e.g. fishing, riding, shooting and walking) and agro-tourism (e.g. speciality cheese-making and fruit-growing), related to historic activity and the surrounding waterways.
- E/2.2 Traffic is a major issue for residents of Cottenham and developments in the rural parish almost inevitably increase traffic on the B1049 through the village towards the A14 and/or Cambridge.
- E/2.3 Any rural development should:
- a) demonstrate how any additional traffic can avoid routing through Cottenham or be limited in scale and frequency by contributing financially to Cottenham's Community Bus scheme, and
 - b) re-use and disused buildings to enhance the setting, and
 - c) facilitate public access to countryside and waterside walks wherever possible.
- E/2.4 Increased employment, outside the current village residential framework, will also arise within improved amenities and facilities such as the integrated Village Hall and Nursery (AF/2) which need, for child safety and traffic reduction, to be co-located with Cottenham Primary School or on land at the village edge previously used for these purposes.

Why? Durman Stearn is an important employer in the village with potential to expand but its business is based on heavy machinery which does not sit well in a central village location. Moving to another location outside the village could bring additional benefits in terms of access to Green Belt countryside.

Policy E/3: new Durman Stearn site

Support the relocation of Durman Stearn and enable their expansion near the village edge on a site in Hay Lane, provided this:

- a) can be shown to increase local employment, and
- b) reduces HGV traffic within the village core, and increases access to the countryside, and
- c) makes provision for increased public access to the countryside from small car park near Beach Road.

- E/3.1** Durman Stearn is one of the region's largest civil engineering and groundworks contractors.
- E/3.2** Founded nearly 50 years ago in Cottenham, their current High Street premises within the Conservation Area have limited potential for growth leading to consideration of village-edge premises at Hay Lane for secure storage of more heavy machinery and potentially office accommodation for their HQ staff.
- E/3.3** The alternative site on Hay Lane has established relevant planning B1, B2 and B8 permissions but facility expansion will be required if a transfer and growth are to be achieved.
- E/3.4** Expansion beyond the current building footprint will be supported if provision is made to improve public access to the Green Belt countryside from a small car park adjacent to Beach Road.
- E/3.4** The current site, although in the Conservation area, has potential for re-development for a community-related purpose, either as a **medical centre AF/1** or for **affordable housing H/1**

**Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012**

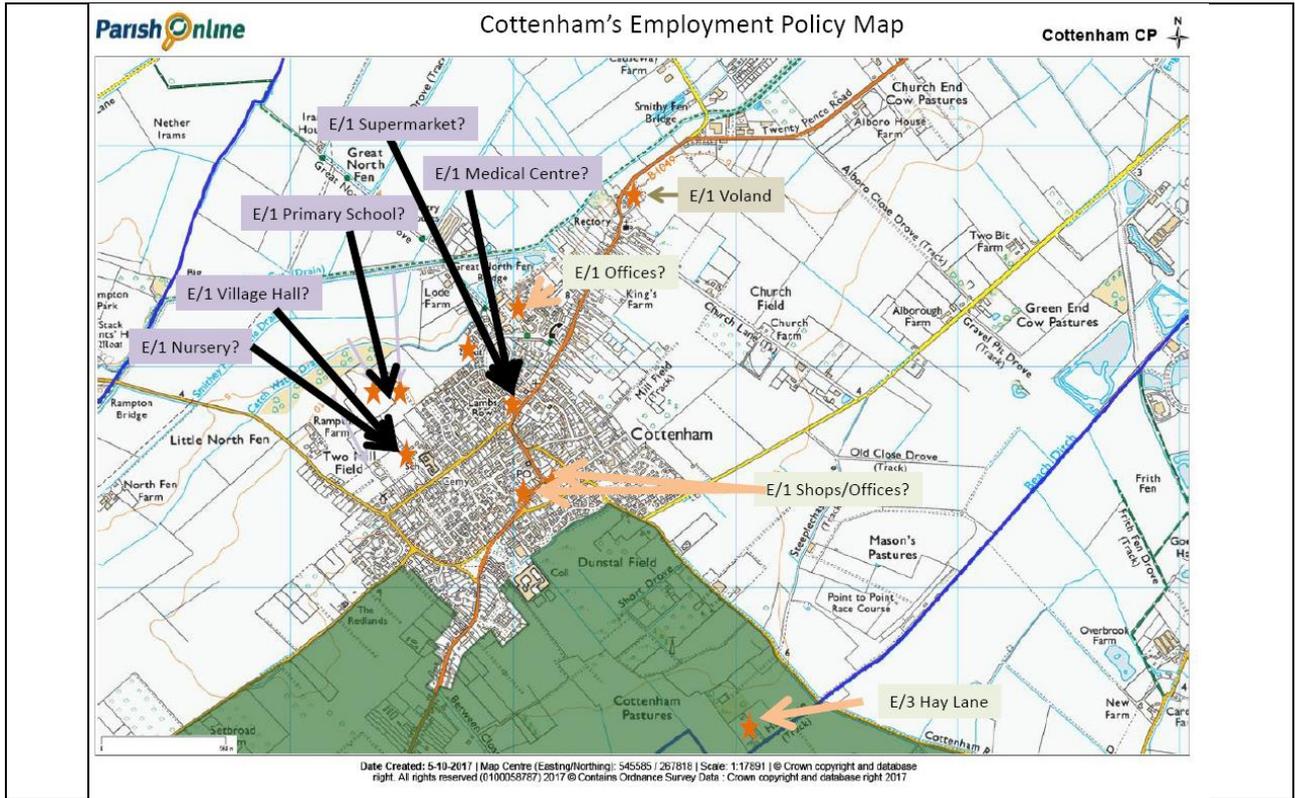


Figure 24: Sites that may increase employment (to be completed)

Please send your comments to cottenhamnp@gmail.com including the paragraph or policy reference, your name and the postcode where you live

Embedded red text to be linked to the glossary^G or bibliography^B

8 Reducing the impact of traffic

Why? Traffic, both HGV and light through traffic, is a major issue for Cottenham residents, especially those living on the High Street and other arterial roads.

Policy T/1: Improved off-road routes within Cottenham

Reduce the impact of traffic by supporting development of safe, clearly signposted footpath links between key village locations, specifically on the route from Broad Lane Amenity Area to the Recreation Ground and Les King Wood

- T/1.1 The overall provision of Open Space with public access in Cottenham is higher than average but the space is scattered around the village necessitating use of busy roads if more than one is to be included in a walk.
- T/1.2 By linking some of the larger open spaces (Recreation Ground and Broad Lane Amenity Area) to key village facilities (Post Office, Primary School and Village College) by (mostly) off-road, marked footpaths, some of the perceptions and realities of road safety can be mitigated and the impact of traffic reduced.
- T/1.3 The focus is on safe pedestrian routes between outlying amenity areas and from those areas to the centre.
- T/1.4 Village Design Statement O/1 advises** “A coherent overall strategy is needed to increase the extent and variety of public spaces suitable for informal recreation.”

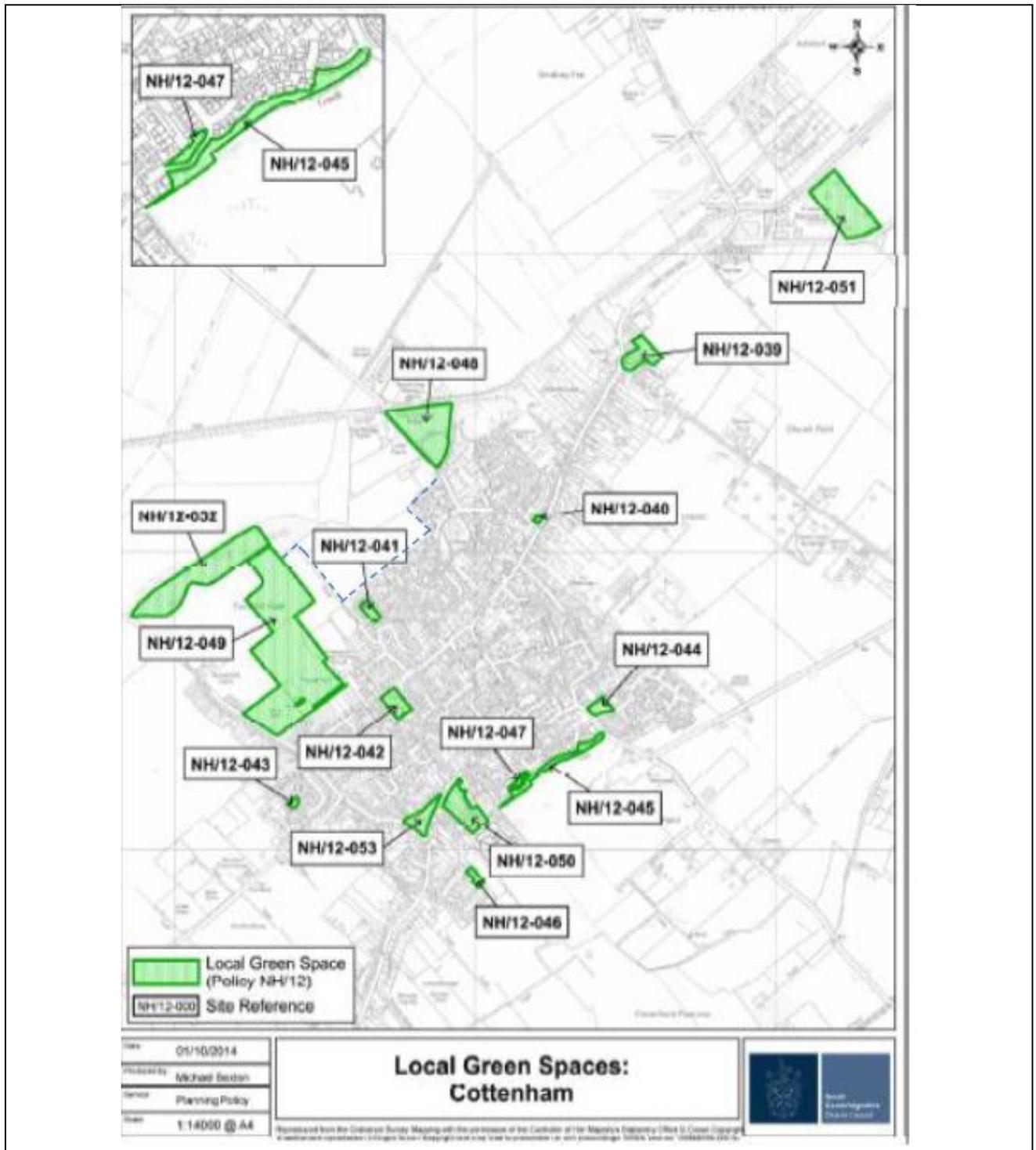


Figure 25: Map - Current and proposed off-road links between open spaces

Why? Cottenham is surrounded by open countryside and waterways but these are often inaccessible for a variety of reasons.

Policy T/2: Improved access to countryside

Reduce the impact of traffic by supporting improved access to open countryside, waterside or woodland walks in the rural parish from small parking areas on the arterial roads

- T/2.1 The rural parish provides a fen-edge setting of considerable scale and natural beauty which has been home to a variety of fenland pursuits. Some limited scale, safe access to open countryside, waterside or woodland walks will improve the amenity for residents while promoting healthy pursuits such as walking.
- T/2.2 Safe access requires parking areas for cars and cycles, signposting and some development or improvement of the pathways themselves.
- T/2.3 Where practical, connect village edge paths to form circular walking routes around the village; modest developments in the Green Belt could facilitate this.
- T/2.4 **Village Design Statement B7 O/5** complete and expand the village footpath network both within and around the perimeter of the parish.
- T/2.5 **Village Design Statement B7 O/1** advises “A coherent overall strategy is needed to increase the extent and variety of public spaces suitable for informal recreation.”

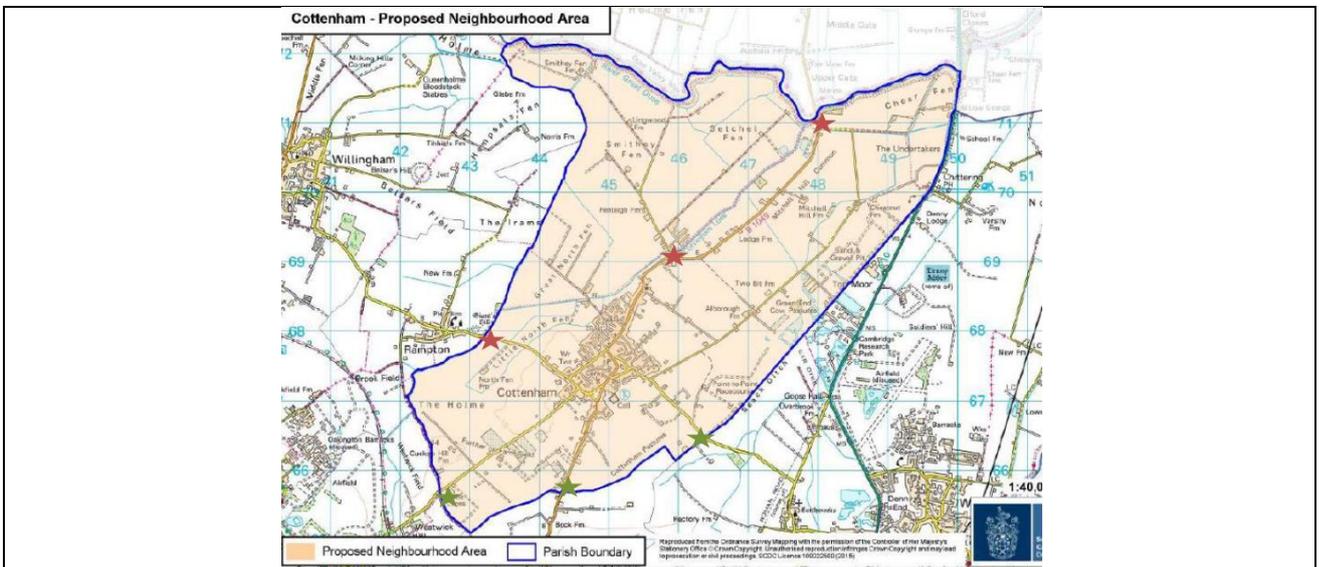


Figure 26: Map – current and proposed access areas for country walks

Why? Traffic, both HGV and light through traffic, is a major issue for Cottenham residents, especially those living on the High Street and other arterial roads. More housing developments beyond easy walking distance of the village centre will increase traffic without proportionately increasing usage of village facilities.

Policy T/3: Improved public transport

Reduce the impact of traffic by seeking developer contributions to extend Cottenham Community Bus routes scaled:

- from £0 per house within 800 metres of the village centre, and
- rising to £750 per house outside 800 but within 1,200 metres walking distance of the village centre; and
- rising to £900 per house situated beyond 1,200 metres walking distance from the village centre.

- T/3.1 Increased distance from the village centre and the well-served public transport stops on the High Street, or beyond 800 metres easy walking distance of the village centre, increases dependency on cars.
- T/3.2 Cottenham Community Bus service, when introduced, will help reduce dependency on private car usage by providing a low-cost regular service to:
- a) link outlying areas of the village with village services, and
 - b) link the core of the village to neighbouring villages and/or transport hubs, and
 - c) integrate with commercial services to provide a better service for residents, and
 - d) provide ad-hoc additional transport services for groups of residents.
- T/3.3 A development contribution will be required per new house to make developments beyond easy walking distance of the village centre and High Street bus stops sustainable in planning terms with the rate per house increasing as outlined in the policy.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

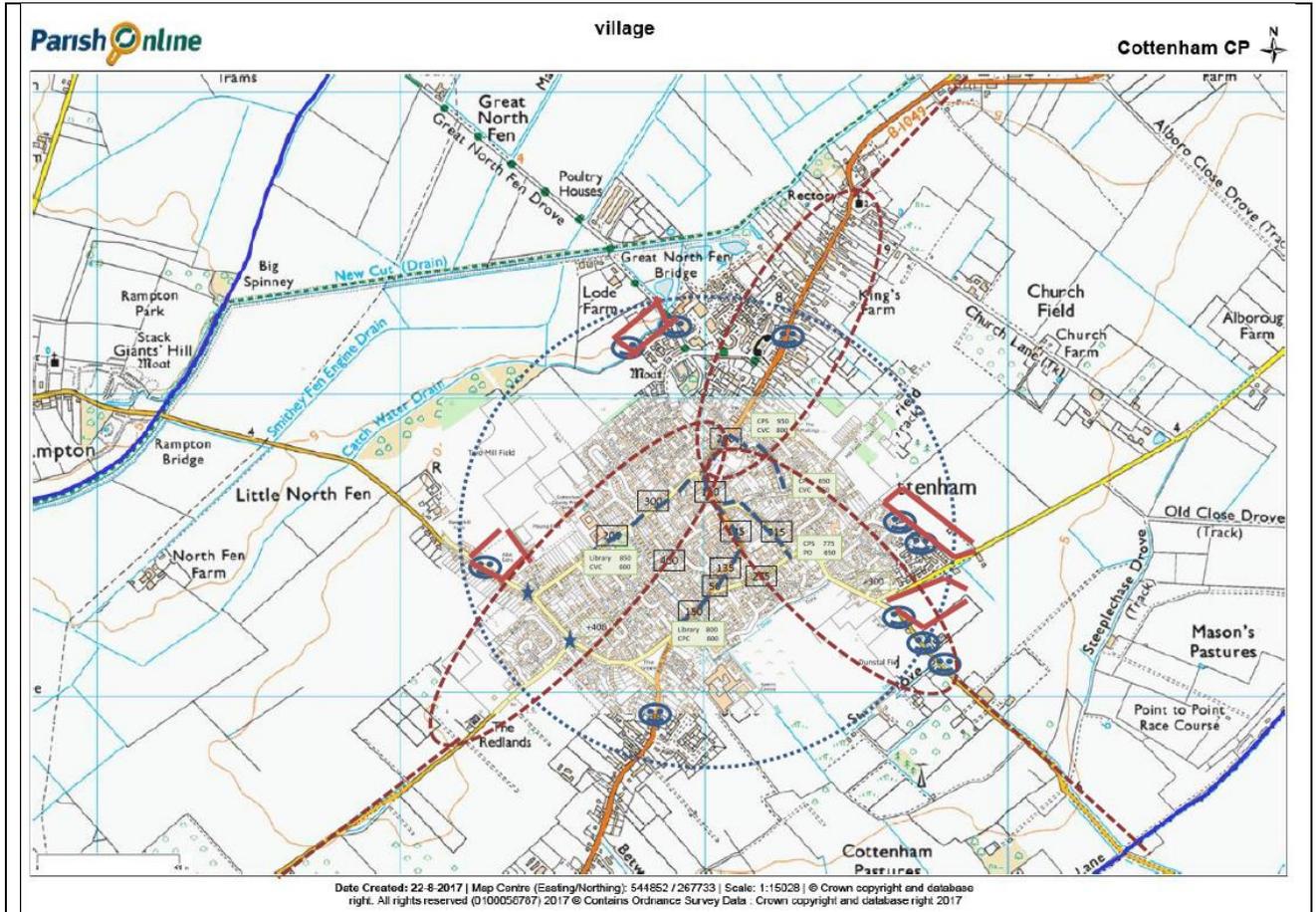


Figure 27: Reasonable alternatives for community bus routes (illustrative)

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9 Site assessment and allocation

9.1 Several planning priorities emerged from the survey conducted in late 2015 to early 2016:

- A Medical Centre, large enough to house both existing practices and with a wider range of services
- A new, larger Village Hall and Nursery, to cater for all age groups and abilities
- A larger supermarket, with safer delivery facilities and more accessible parking
- Measures to reduce traffic flows within the village
- Two or three housing development sites (each for 30 to 50 houses) near the village edge
- More and better connected open space within the village supporting a wider range of activities
- Conserving the character of the village and surrounding landscape

9.2 Figures 28 and 29 shows all the sites under consideration and offered for public comment in the **draft pre-Submission Plan (v2.1)**.

- A number of possible **SHLAA*** sites (see Figure 28) were appraised and rejected by the District Council in recent years, although some speculative applications have subsequently emerged and been permitted for development.
- Further sites – X1 to X13 in Figure 29 - emerged during the “**call for sites**” stage of preparation of this plan.

9.3 The circle encloses sites which would encourage residents’ use of village facilities and minimise additional traffic by being within a nominal 800 metre easy walking distance of the **village core**.

9.4 A **Housing Needs Assessment** conducted in late 2017 has re-appraised the need for additional affordable and market housing in Cottenham. This identified a need for:

9.5 Several sites have recently been permitted and reduce the need to

9.6 To meet that need, all the identified sites are being assessed against sustainability and availability criteria (including ...) and offered for public .

9.7 ...

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

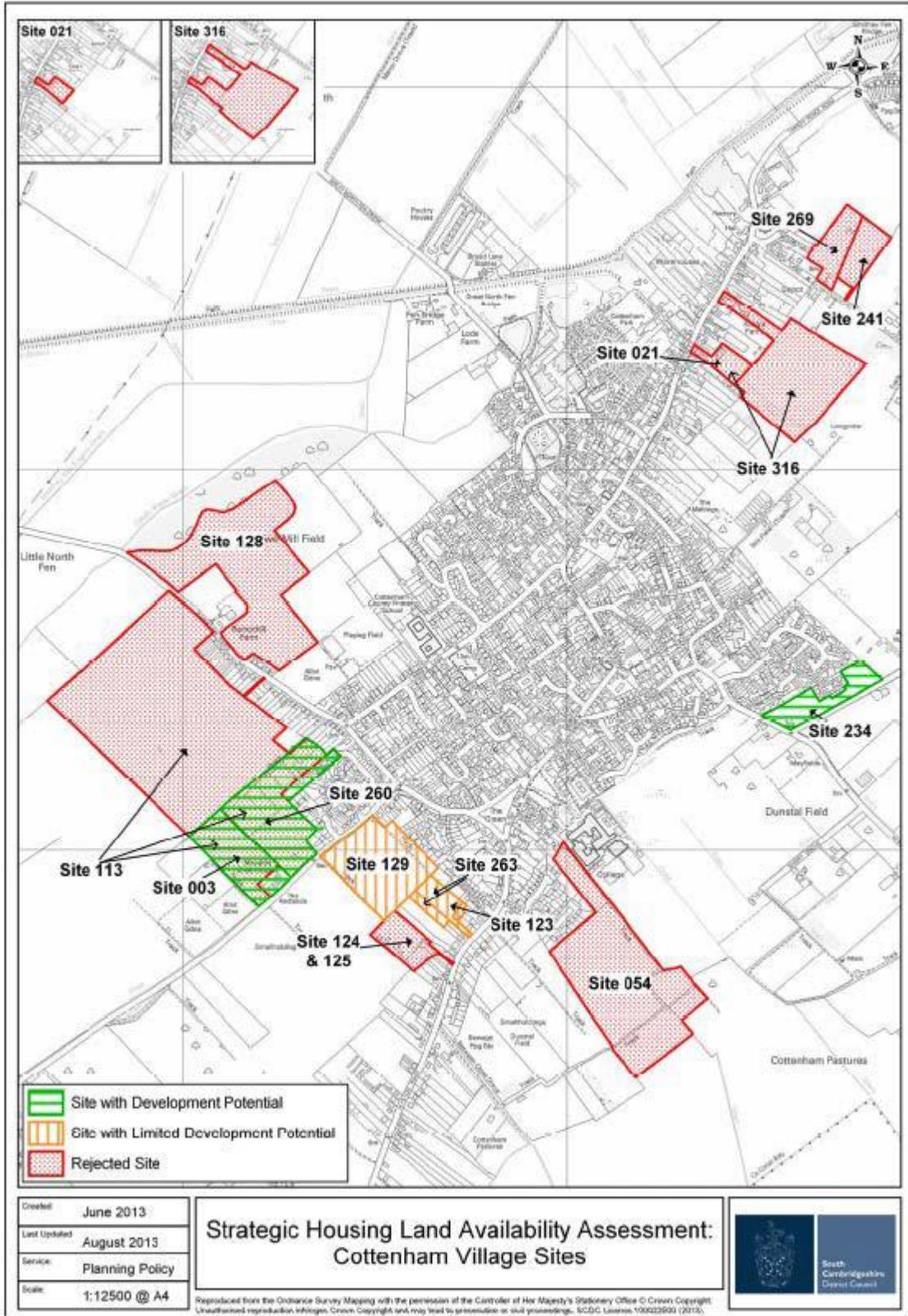


Figure 28: Map of the Cottenham sites in the 2013 SHLAA

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Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

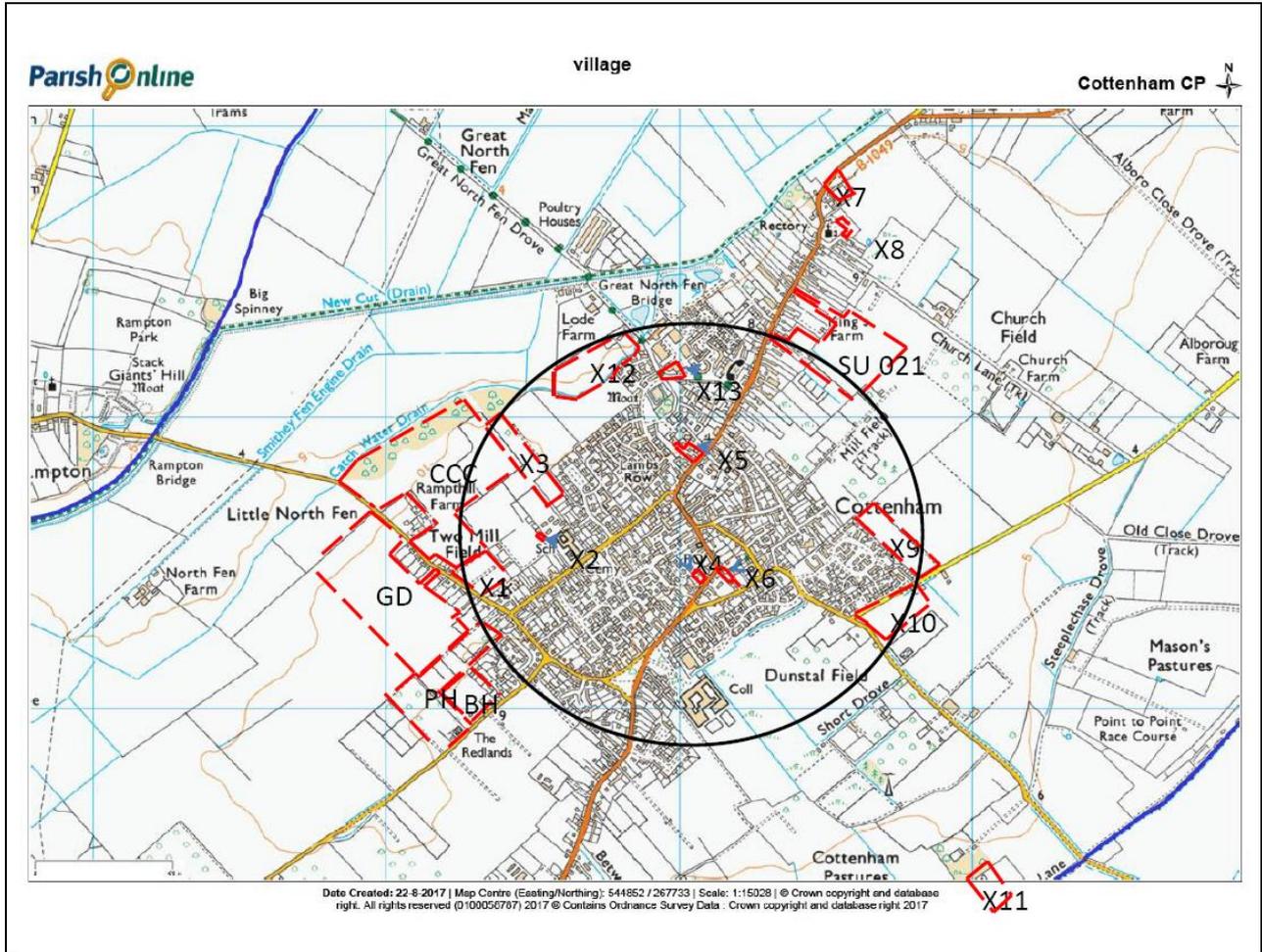


Figure 29: Cottenham assessed and potential sites

Please send your comments to cottenhamnp@gmail.com including the paragraph or policy reference, your name and the postcode where you live

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10 Site-specific policies – greenfield sites

Several greenfield sites within the village may become available. This section outlines some site-specific policies for their use to meet the plan’s priorities. The sites will be subjected to a more detailed independent site assessment and prioritisation for development.

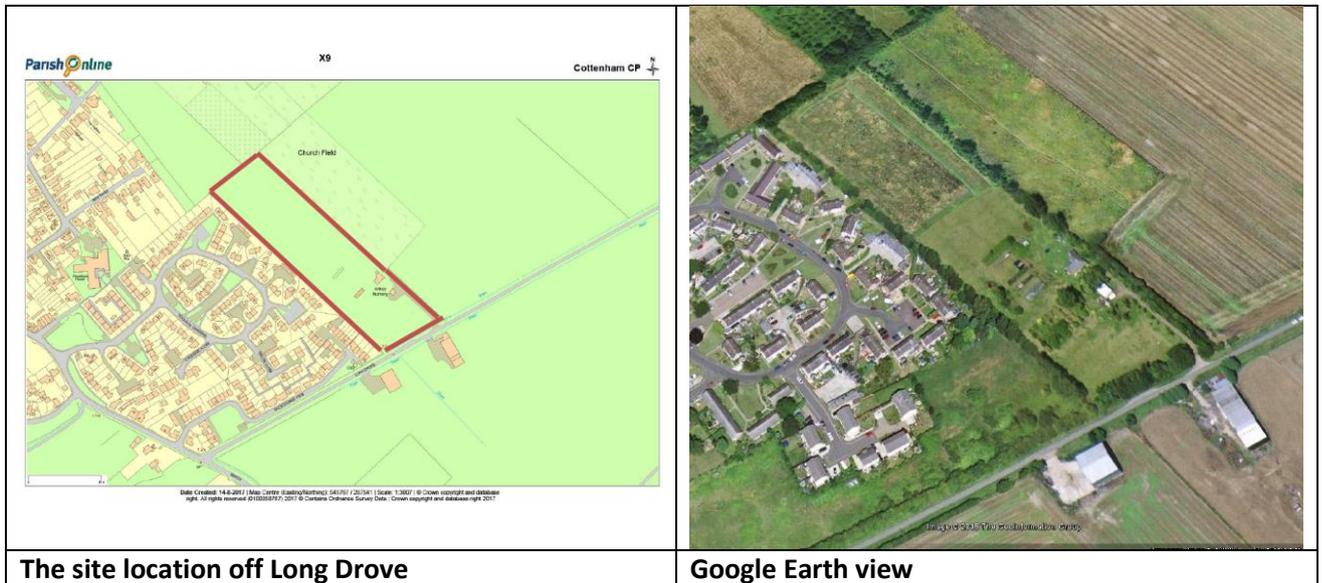
Fig 29 Reference	Plan reference	Description	Size (ha)	Possible uses	AECOM view	Potential
BH		Bellway S/1952/*/*		Housing	N/A - permitted	Up to 50
G		Gladman S/2413/*/*			N/A - permitted	Up to 200
PH		Persimmon S/1606/*/*			N/A - permitted	Up to 126
CCC (part)	GF/2	County Farms		Housing	SHLAA reject	0
SU021		Smith/Unwin		Housing	SHLAA reject	0
X1	GF/3	Allotments	1.5	Housing, MedCentre, POS	Aspirational due to availability conditions	10-20
X3	GF/1	CPS extension	2	School	Aspirational due to availability conditions	0
X8	GF/4	County Farms	0.2	Burial ground	Aspirational due to availability conditions	0
X9	GF/5	Long Drove Nursery site	4	Mixed housing	Acceptable with availability conditions	Up to 72
X10	GF/6	Beach Road	5	Mixed housing	Suitable with minor constraints	Up to 70
X12	GF/7	Broad Lane	5	Mixed housing	Acceptable with conditions	Up to 40



Policy GF/5: Field (X9 in Figure 29)

Support development of approximately 0.5 ha within the NW corner of approximately 4 hectare field X9 adjacent to the Cottenham residential framework to provide a small mixed housing development of 20-30 properties, provided that the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site**
- b) includes infrastructure for modern technology to facilitate working from home**
- c) maintains existing wildlife corridors and vistas within the site and along its edge, and**
- d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking facilities**



- GF/5.1 The site lies outside but close to the existing residential framework, but is mostly within easy walking distance of Cottenham’s core.
- GF/5.2 The land is owned by a single landowner and is available for limited development.
- GF/5.3 The site is just beyond easy walking distance of the village core and would need some improvement to the southern section of Long Drive or negotiation of footpath or road access to the village from the northern end of the site.
- GF/5.4 The site has established vistas across the site and wildlife corridors along its edge that should be preserved.
- GF/5.5 Some care will be needed at the southern end of the site to avoid conflicting with the view to All Saints’ Church from Long Drive.

Policy GF/6: Field (X10 in Figure 29)

Support development of some of approximately 5 hectare field X10 adjacent to the Cottenham residential framework to provide a small mixed housing development of 30 to 50 properties, provided that the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment, and
- b) is carefully laid out with hedge and tree screening to soften the built edge, grass areas, retention ponds, and footpaths to permit views through the site towards the All Saints Church and the racecourse, and
- c) includes infrastructure for modern technology to facilitate working from home, and
- d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking facilities



The site location off Beach Road / Long Drive

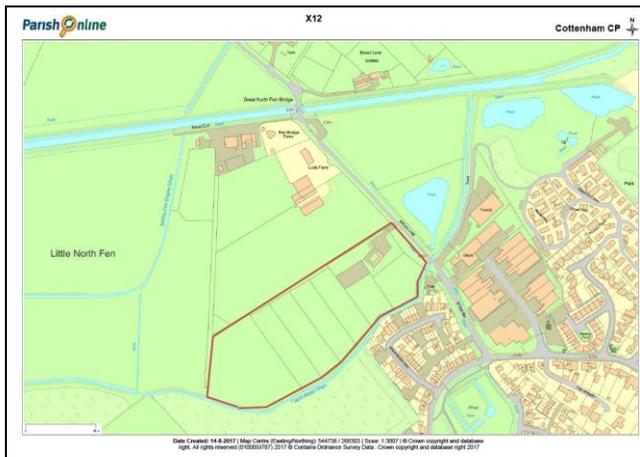
Google Earth view

- GF/6.1 The site lies outside but close to the existing residential framework, is mostly within easy walking distance of Cottenham’s centre; however attention will be needed to ensure a safe route to school can be provided or a contribution made to Cottenham’s proposed Community Bus service.
- GF/6.2 The land is owned by a single landowner and understood to be available for development.
- GF/6.3 The site could incorporate a substantial area of public open space providing views of the Grade I Listed All Saints Church and retaining views through the site towards the Racecourse while complementing the provision at the diagonally-opposite Recreation Ground. This would justify a lower than usual development density on the site. Hedge and tree screen could soften the built edge.
- GF/6.4 Beach Road is a busy road and additional traffic will need safety improvements to roadside pavements into the village.

Policy GF/7: Field (X12 in Figure 29)

Support development of some or all of approximately 5 hectare field X12 adjacent to the Cottenham residential framework, if and when available, to provide a small mixed housing development of 30 to 50 properties, provided that the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site, and
- b) is carefully laid out with hedge and tree screening to soften the built edge, grass areas, retention ponds, and footpaths to permit views through the site towards the All Saints Church, and
- c) includes infrastructure for modern technology to facilitate working from home, and
- d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking facilities



Site location off Broad Lane



Google Earth view

- GF/7.1 The site lies outside but close to the existing residential framework, but is mostly within easy walking distance of Cottenham’s core.
- GF/7.2 The land is owned by a single landowner and understood to be available for development.
- GF/7.3 The site would need some improvement to the northern section of Broad Lane and negotiation of footpath access to the village from the southern end of the site.
- GF/7.4 Development of the site would need a 9 metre separation from the Catchwater Drain at the southern boundary, including provision of a rustic pathway along its edge.
- GF/7.5 Development should avoid the northern end due to flood plain considerations and include a “gapped” tree screen to soften the view from Cottenham Lode while creating views of countryside.



11 Site-specific policies – brownfield sites

Several brownfield sites within the village may become available. This section outlines some site-specific policies for their possible re-use to meet the plan’s priorities.

Fig 29 Reference	Plan reference	Description	Size (ha)	Possible uses	AECOM view	Potential
X2	BF/1	Village Hall	0.18	Comm Facilities	Suitable	0
X4	BF/2	Durman Stearn	0.3	Med Centre, Retail, Residential	Suitable with minor constraints	5-10
X5	BF/3	Watson’s Yard / Fire Station	0.5	S’maret, Fire Stn, Residential	Suitable with minor constraints	0
X6	BF/4	Co-op	0.2	Med Centre, Retail, Residential	Suitable with minor constraints	9
X7	BF/7	Voland	5	Office HQ, vehicle mtce, storage	Suitable	0
X11	BF/6	Hay Lane	1.5	Office HQ, vehicle mtce, storage	Suitable with minor constraints	0
X13	BF/5	Broad Lane Industrial	0.31	Mixed housing	Aspirational due to availability conditions	9

Policies for sites allocated to use for amenities and facilities or additional employment have been included in the relevant section.

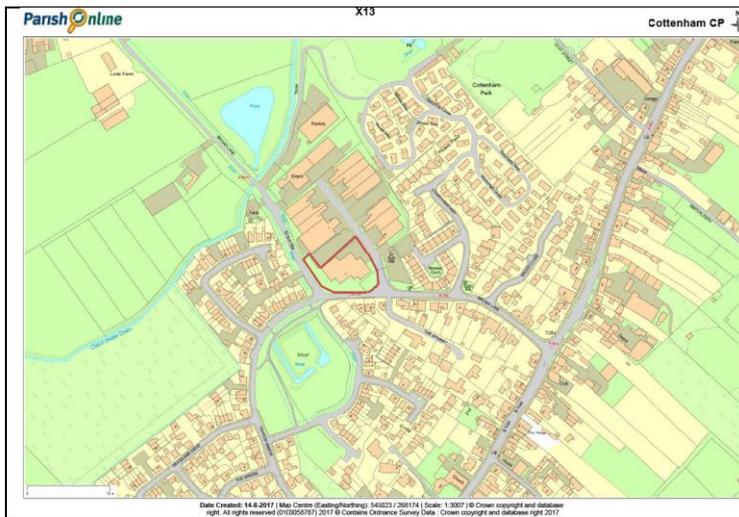
Policy BF/5: Broad Lane Industrial Estate site (X13 in Figure 29)

Support development of the 2,000+m² street-facing part of the Broad Lane industrial site, if and when vacated, to provide:

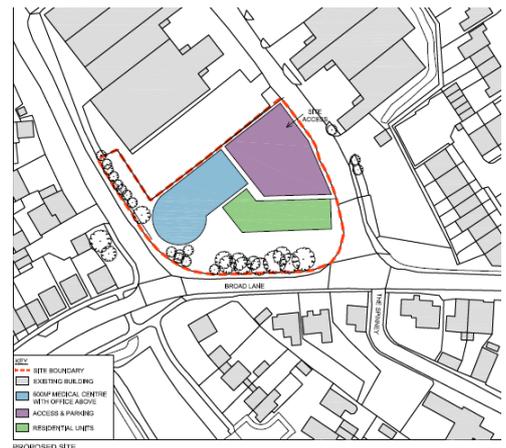
A: 2 to 5 small office units at the rear of the site, and

B: 3 to 5 residential units fronting the site onto Broad Lane, provided the design:

- a) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings already on-site
- b) includes infrastructure for modern technology to facilitate “drop-in” working within walking distance of home
- c) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Current block layout off Broad Lane



possible site layout

Policy BF/7: Voland Industrial site (X7 in Figure 29)

Support development of the ~5 ha Voland site, if and when available, to provide:

A: a modern office HQ for a light engineering business, and

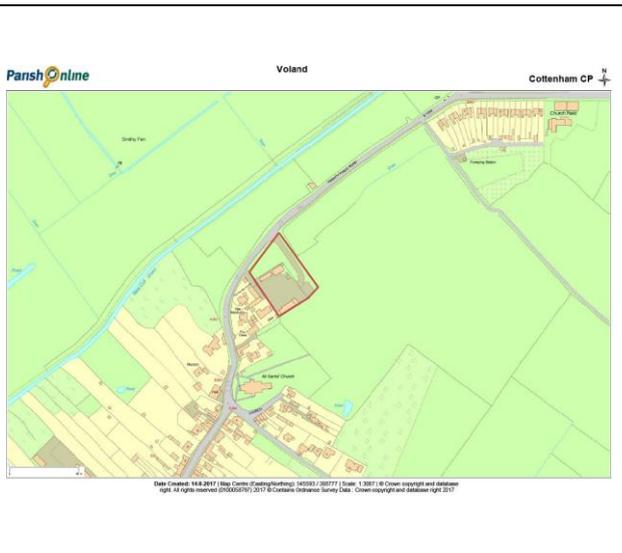
B: workshops for vehicle maintenance, and

C: provision for a safe bus turning and parking area, and

C: secure vehicle storage areas, provided the design:

a) applies imaginative and original designs to blend in with the rural location, and

b) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Current site block layout off Twenty Pence Road



Google Earth view



12 Action plan (not statutory policies)

These actions identify how the various policies in the plan can be delivered.

Objective	Policy	Action
Amenities & Facilities	AF/1	Facilitate development of a purpose-built medical centre within the village centre, bringing together GPs, X-ray, other medical facilities and social services, by facilitating land acquisition, finance and other support.
	AF/2	Facilitate development of a purpose-built Multi-purpose Village Hall (for Out-of-School Club, Day Centre etc.) on the Recreation Ground so as to be in the vicinity of the Cottenham Primary School to promote child safety and reduce the impact of traffic.
	AF/3	Facilitate development of a purpose-built Nursery so as to be in the vicinity of the Cottenham Infant School to promote child safety and reduce the impact of traffic.
	AF/4	Infants School – co-locate with BOTH Nursery and Primary School but possible sites are in conflict with DP/7.
	AF/5	Play Areas on both Brenda Gautrey Way and Tenison Manor
	AF/6	Procure additional land to improve road access and for sport, including a floodlit 3-court MUGA, adjacent to the Recreation Ground, provided these create safer traffic movements, especially protecting vulnerable road users such as children walking and cycling, by including appropriate parking facilities for cycles, mobility scooters and cars.
	AF/7	Provide 20 metre * 20 metre Local Equipped Areas for Play (LEAP) within Brenda Gautrey Way and Tenison Manor and at least 20 metres from the nearest habitable room as soon as practicable.
	AF/8	Co-operate with the Co-op to find alternative larger premises in the central area of the village, provided this increases employment and creates safer traffic movements by including appropriate parking and delivery facilities involving fewer HGV movements in the village core and especially if the relocation creates opportunities to redevelop the land for a community-related purpose.

Housing	H/1	Work with landowners to identify sites for small clusters, each of up to 50 houses, outside the established village development framework but within 800 metres of the village core and preferably within 400 metres of a well-served High Street bus stop. The actual number of clusters allowed will depend on the success or otherwise of pending planning applications.
	H/2	Encourage formation and operation of one or more Community Land Trusts which, if feasible, are the best way to deliver the maximum number of locally-affordable homes per amount of land developed. A Community Land Trust, by focusing housing on local needs and by reducing the profit made by landowner and developer, can deliver a higher proportion of locally-affordable housing at lower costs. This approach can be used to deliver clusters of 20 or more affordable homes within mixed (affordable and market-priced) developments of 50 homes. Repeated every 5 years, a rate equivalent to 4* the rate of demand growth will significantly reduce unmet demand.
	H/3	Minimise the amount of impermeable surfaces within developments and compensate for unavoidable impermeability with on-site sustainable urban drainage systems verified to achieve run-off rates lower than 1.1 litres / second per hectare of developed land with sufficient margin to ensure long-term performance. Require planning conditions are applied to minimise increases in impermeability over time and assure the performance of drainage systems over the long term.

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



Employment	E/1	Require that all development likely to increase the number of employees or visitors seeks to improve the presence, evenness and width of pavement provision in front of the development and where practicable, provides or increases readily-accessible on-site parking spaces and cycle stands to reduce the need for street-side parking and reduce the impact of traffic.
	E/2	Encourage both expansion of established and creation of new enterprises in the countryside within National Planning Policy provided these minimise traffic impact and deliver social benefits in terms of access to the countryside.
	E/3	Encourage development of a larger Durman Stearn site in the area, provided this can be shown to increase local employment and reduce HGV traffic within the village core and especially if the relocation creates opportunities to redevelop the current village centre site for a community-related purpose.

Traffic	T/1	Link some of the larger open spaces (Recreation Ground and Broad Lane Amenity Area) and key village facilities (central High Street, Primary School and Village College) by (mostly) off-road, marked footpaths.
	T/2	Identify specific access points for small parking areas adjacent to waterside walks, working with landowners to obtain permissive rights to pass over any private land.
	T/3	Seek developer contributions to Cottenham Community Bus service scaled from £0 per house within 400 metres of the High Street and £600 per house situated 1,200 metres from the High Street
	Strategy	Implement the projects and policies in the Traffic & Transport strategy

Character	C/1	Require developers to minimise the visual impact of any development, especially near the village edges. Ensure that adequate planning weight is given to loss of open countryside vistas from the High Street into open countryside.
	C/2	Require developers to respect the character of Cottenham by ensuring that new developments are consistent with existing styles and layouts, and to minimise the visual impact of any development. Review the desirability and feasibility of extending the scope of the designated Conservation area to include some or all of Corbett Street, Margett Street and Rooks Street and, possibly, the spur roads only accessible via them plus Tower Mill and the Moreton Almshouses.
	C/3	Seek an extension of planning policy to require prompt replacement of any trees lost, especially in the Conservation area, by suitable mature native trees.

Brown field	BF/x	Undertake further work to determine deliverability of potential development sites, especially where on duplications and interdependencies between developments.
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Greenfield	GF/x	Undertake a site assessment and prioritisation study to assess deliverability and sequence of potential housing development sites. Require developers of sites centred further than 400 metres from the High Street to contribute to a Community Bus scheme with payments proportionate to development scale and distance from the village core with payments proportionate to £600 per new house at 1,200 metres distance and £0 within 400 metres. Require developers to contribute to a Burial Grounds extension scheme with payments of approximately £200 per new house.
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Appendix A: Glossary

Reference	Term	Explanation
G1	LPA	Local Planning Authority – South Cambridgeshire District Council here.
G2	NDP or NP	Introduced through the Localism Act 2011, Neighbourhood Development Plans (NDP or NP) become part of the Local Plan and the policies contained within them are then used in the determination of planning applications.
G3	SPD	Supplementary Planning Document – an advisory planning document focused on a particular planning issue or area.
G4	Great Ouse	Also known as the Old West River or Ely Ouse, forms the northern parish boundary as it passes from Bedford to the Wash.
G5	Cottenham Lode	A short, relatively straight, man-made stretch of water, connecting Cottenham to the Great Ouse.
G6	Car Dyke	(between Green End and Top Moor),
G7	Bullocks Haste common	Romano-British settlement
G8	Crowlands Moat	Off Broad Lane
G9	Conservation Area	
G10	SCDC	South Cambridgeshire District Council, the Local Planning Authority for Cottenham
G11	Cottenham Civil Parish	
G12	Neighbourhood Area	
G13	Pre-submission Plan	Pre-submission Plan – Regulation 14 of the Neighbourhood Planning Regulations requires a formal local consultation on the “pre-submission plan” plan before it is submitted to the Local Planning Authority.
G14	Submission Plan	Submission Plan – Regulation 16 of the Neighbourhood Planning Regulations requires a formal local consultation on the “submission plan” by the Local Planning Authority.
G15	AECOM	
G16	Pre-submission consultation	
G17	Consultation Statement	
G18	Strategic Environment Assessment	Strategic Environmental Assessment is a systematic decision support process, aiming to ensure that environmental and possibly other sustainability aspects are considered effectively in policy, plan and programme making.
G19	Neighbourhood Plan Examiner	Neighbourhood Plan Examiner
G20	Referendum Plan	Referendum Plan
G21	Key issues	Key challenges raised in the Neighbourhood Plan survey conducted in 2015/6
G22	Traffic & Transport Strategy	
G23	Vision	
G24	Policies	Evidence, deliverable and politically acceptable
G25	Objectives	
G26	Action Plan	
G27	Enventure	
G28	Village Design Statement (VDS)	Village Design Statement - a Supplementary Planning Document (SPD) intended to provide additional guidance in planning decisions affecting

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012

		Cottenham.
G29	Village Centre & Core	The High Street from the Cottenham Club to the Cottenham Community Centre.
G30	s.106	Usually referring to an agreement under Section 106 of the Town & Country Planning Act 1990 that embodies a number of conditions and obligations related to the planning application into a legal agreement.
G31	CIL	Community Infrastructure Levy, introduced by the Planning Act 2008 to replace the Section 106 “payment by category” obligations
G32	Listed Buildings	
G33	Scheduled Monuments	
G34	Tower Mill	
G35	Moreton 1853 Almshouses	
G36	Open Spaces	
G37	Cemeteries	
G38	Medical Centre	
G39	Day Centre	
G40	GP Practices	
G41	Community Bus Service	
G42	Multi-purpose Village Hall	
G43	Cottenham United Sports & Social Club	
G44	Ladybird Pre-school	
G45	Cambridge Kids Club	
G46	2011 census	
G47	Cottenham Salvation Army	
G48	Community Centre	
G49	Cottenham Club	
G50	All Saints’ Church Hall	
G51	Cottenham Village College	
G52	Cottenham Primary School	
G53	Rural Centre	
G54	Nursery	
G55	MUGA	Multi-Use Games Area – typically an enclosed floodlit hard court marked out for basketball, 5-a-side football and netball.
G56	Sports pavilion	
	Fields in Trust	Fields in Trust - Successor to the National Playing Fields Association and King George V Fields.
	LEAP	
	NEAP	
	Supermarket	
	Burial Ground	
	Community Land Trust	
	CIHT	Chartered Institute of Highways & Transportation – usually as source of 800 metres being within easy walking distance for able-bodied adults.
	NP survey	A parish-wide survey of all residences within Cottenham; there were 973 responses.



Appendix B: Bibliography

Reference	
B1	National Planning Policy Framework (NPPF)
B2	National Planning Policy Guidance (NPPG)
B3	Emerging SCDC Local Plan (eLP)
B4	Adopted SCDC Local Plan (LDF)
B5	Adopted SCDC Core Strategy
B6	Adopted SCDC Development Control Policies (DCP)
B7	Cottenham Village Design Statement (VDS)
B8	Cottenham Neighbourhood Plan Survey – Final Report (NPS)
B9	Cottenham draft Pre-submission Neighbourhood Plan v2.1
B10	Consultation statement
B11	Basic Conditions Statement
B12	Strategic Environment Assessment

Appendix C: Cottenham's Scheduled Monuments & Listed Buildings (2017)

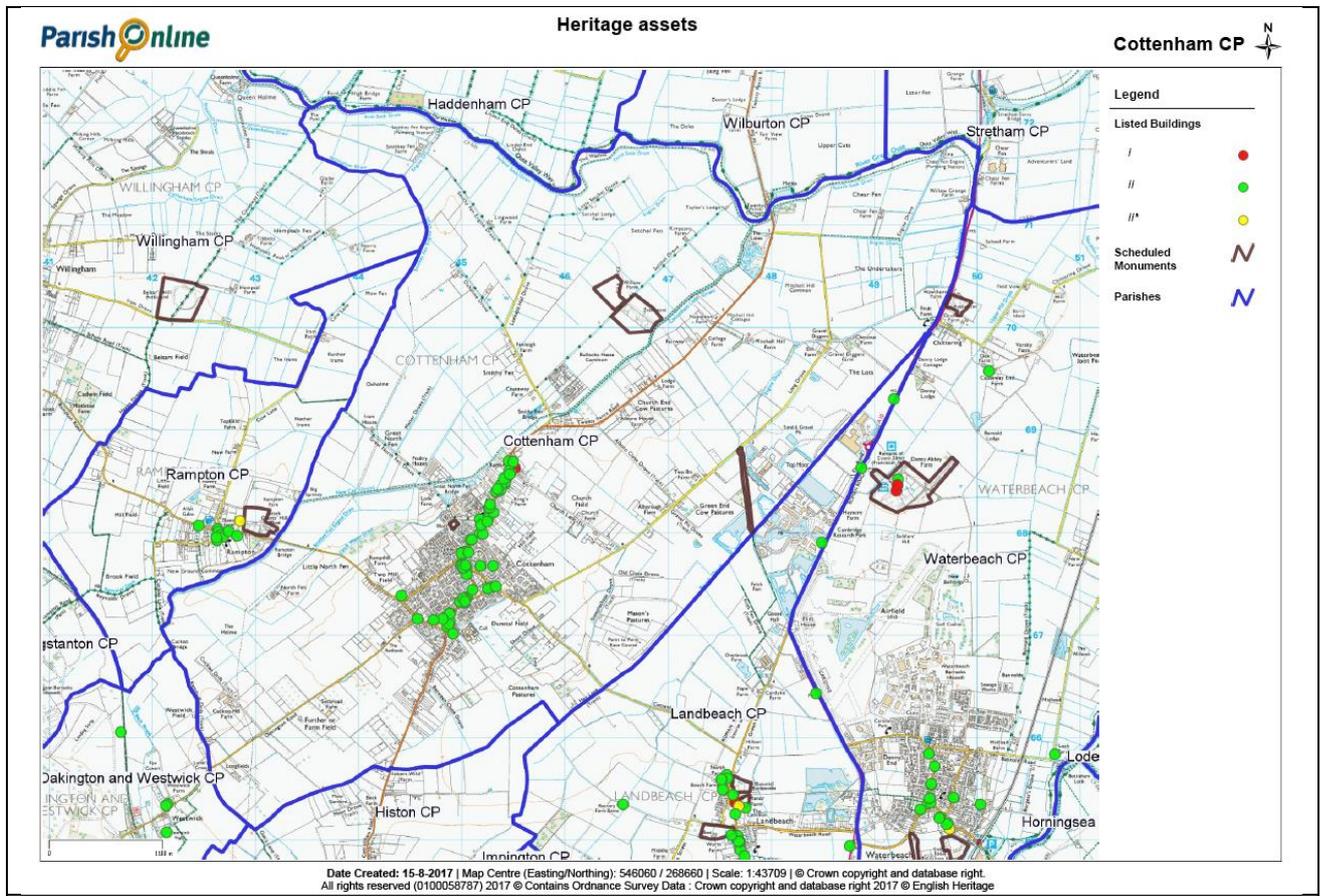


Figure 30: Locations of Scheduled Monuments & Listed Buildings

Scheduled Monuments

- Car Dyke segment - in east of parish between Green End and Top Moor
- Crowlands Moat - within village
- Romano-British settlement - adjacent to Cottenham Lode north of the village



**Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012**

Listed Buildings

Broad Lane

No. 4, Oaslands

Corbett Street

No. 17, No. 44

Denmark Road

No. 56, No. 60, Olde Thatch No. 41

High Street

No. 1 Church of All Saints (Grade I)

No. 7 No. 11 No. 13 No. 27, Fenway No. 29 No. 35 No. 41

No. 87, Sunnyholme Barn rear of 87

No. 101 No. 109, King Smith Cottage

No. 135, The Three Horseshoes Gig House and Stables

No. 185, Mitchell House Wall, gates and gatepiers to No. 185

Nos. 191 & 193 Nos. 219 & 221

No. 223, Rose Villa (& 223a & 9 & 10 Beagle Court) No. 279

No. 297, The Chequers Public House;

War Memorial

No. 307 No. 309 No. 331

No. 333, The Limes, Curtilage barn rear of No. 333 (now 4 Bramley Close)

No. 337 & 339

Barns rear of No. 343 (1, 2 & 3 Elm Barns)

No. 2, The Old Rectory

No. 10,

No. 28, Mulberry Cottage

No. 30 No. 32 No. 46, The Lindens No. 48, Dorset House No. 52 No. 60

No. 82, White Cottage

No. 86 Office adjoining No. 86

No. 120, Pond Farmhouse

Nos. 156 & 158 Old Meeting Baptist Church

No. 160, No. 188

No. 190, Abletts House

No. 214 No. 216, Pelham House No. 218

No. 220, Gothic House Nos. 226 & 228 No. 284 No. 290 No. 316 No. 318 No. 324

No. 332 Barn rear of No. 344 (3 Manor Farm Court)

Rampton Road

Nos. 25-41 (odds) Moreton's Charity Almshouses,

Tower Mill



Appendix D: Drainage & Flooding

Much of Cottenham parish is less than 5 metres above sea level and below the water level in the two embanked rivers that take surface water away to the sea.

Surface water from most of the village flows into network of drains in the surrounding countryside which route it northwards to one or other of the pumps managed by the Old West Internal Drainage Board which lift the water into the Great Ouse, also known as the Old West River.

Surface water from the higher ground of Tenison Manor and Victory Way flows via open ditches in the village into the Cottenham Lode joining water that has been collected from many villages to the south west, including from Northstowe under emergency conditions.

All development hardens the ground surface accelerating run-off, increasing flow rates throughout the area. It is imperative that all new development, from hardening a driveway (urban creep – as much as 0.4 to 1.1 m² per house per annum) to adding a residential neighbourhood, does not overload the drainage network. This can be mitigated by adding a 10% factor to the amount of land considered “developed” in a plan and/or adding planning conditions to each house to limit further hardening

Use of adequately designed sustainable drainage systems, incorporating measures to reduce run-off rates back to the pre-development rate after a worst-case sustained storm, is imperative.

The Tenison Manor development includes surface water run-off by gravity via open ditches which channel water to the retention pond on the Broad Lane Amenity Area. The pond absorbs storm flows and a hydrobrake and flap valve limits release of water into the Catchwater Drain and, via another flap valve into the Cottenham Lode and hence to the Old West River (a.k.a. Great Ouse).

The Environment Agency, responsible for the Cottenham Lode and Great Ouse, generally applies a maximum design run-off rate of 2 litres / second / hectare of developed land where the run-off is gravity-assisted. The pumped networks managed by the various Internal Drainage Board require the tighter 1.1 litres / second / hectare design limit of their pumping systems. Cottenham Parish Council, along with Anglian Water, will shortly assume responsibility for the Tenison Manor surface water drainage up to its discharge into Cottenham Lode.

Whether using extensive soakaways, tree belts or retention ponds with hydrobrakes, these systems must be designed and maintained effectively by “enduring” partners.

Appendix E: Traffic & Transport Strategy – key themes

D.1 Four key themes, each with one or more activities, are being used as the basis of a Traffic & Transport Strategy for the next decade:

Changing the character and speed of traffic throughout the village

TS/1	Encourage safer entry to and departure from the village by introducing calming measures on each arterial approach road.
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TS/2	Improve the speed resistance of the traffic-calming measures along the arterial roads and the High Street, especially in the village centre.
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Improving pedestrian safety

TP/1	Introduce a medium-term pavement improvement project throughout the village centre.
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TP/2	Introduce a long-term pavement improvement project to improve connection with the village core: a) from Brenda Gautrey Way, Coolidge Gardens, Lambs Lane and Stevens Close, and b) within 800 metres of the centre along all five arterial roads
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TP/3	Introduce additional or improved pedestrian crossings, no further apart than 400 metres, and 200 metres within the village core.
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Improving public transport links, especially with Cambridge

TT/1a	Encourage Stagecoach services to avoid unclassified roads in the village and extend the service beyond Lambs Lane northward to a turning circle / small bus hub near Fen Reeves, synchronising with Community bus services
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TT/1b	Investigate provision of Community bus services linking Cottenham to e.g. Cambridge North, Ely, Northstowe, Oakington, Rampton and Waterbeach and providing "dial-a-ride" and/or "scheduled feeder" services linking Cottenham edges to the village core.
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Improving cycle links

TC/1	Introduce a long-term cycleway project to improve connections with neighbouring villages, especially Landbeach and Oakington.
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Appendix F: Cottenham Community Bus scheme

To help integrate the two major housing schemes to be built on Rampton Road and Oakington Road we are proposing a Community Transport scheme to alleviate some of the additional traffic and improve Cottenham's public transport infrastructure.

Daily public transport is limited to the Citi8 bus service, which is frequent and bi-directional from the Village Green but more than a kilometre away from the sites. There is a north-east bound service from a bus stop around 600 metres from the site centres (the bus travelling around the village before heading south-west to the Village Green). The additional walk to the Green is offset by the 10 minute bus transit time around the loop. The Citi8 service, since January 2016, terminates in Cambridge city centre, requiring a connection to services for the 6th form colleges, Addenbrookes hospital and the city railway station.

Based on real independent measurements at Brenda Gautrey Way, a relatively new estate closer to the centre of Cottenham, we expect these developments to create around 300 additional two-way trips in the peak hours. Many of these trips can be mitigated by a suitably-configured community transport scheme.

- The developers' Travel Plans cite several improvements to encourage walking but the site is beyond easy walking distance (Chartered Institute of Highways & Transportation cites 800 metres for the able-bodied) from the village centre. Many site residents, especially those in the residential places with care are likely to use their cars for this distance which is beyond easy walking distance. A regular shuttle service between key points on the site and in the village centre, especially during the day, should discourage car use by many residents for this short distance.
- Many residents of the site will have young children attending the nursery, primary school or out-of-school club on the Recreation Ground located approximately 800 metres from the site and, although walkable, many parents faced with inclement weather or limited time may well use their cars instead. A morning and afternoon shuttle between the site and Recreation Ground should mitigate some of this additional traffic.
- Many commuters travel into Cambridge but the overall journey time on the Citi8 limits rush hour bus usage to students and low-paid workers. A rush hour shuttle service between the site and Oakington Guided Bus and Waterbeach Railway station should mitigate some of the additional personal car traffic by providing faster connections than currently possible.

The scheme could have wider benefits to help make it sustainable at varying levels of scale. It can help overcome some of the shortcomings of commercial public transport in the area, especially for residents living more than 400 metres from the established bus service.

- Providing daily coverage to outlying parish areas with no access to bus services
- Providing hourly(?) services to village areas beyond 400 metres from a Citi8 bus stop
- Providing a school-run for children beyond 800 metres but less than 5Km from school
- Providing a public transport link to local railway stations
- Providing a public transport link to the Guided Busway

Limited public transport service to Ely and Rampton

Cottenham Neighbourhood Development Plan
Pre-submission working draft v3.1a 171012



5-year budget			Minimum	Target
	Fixed capital costs	2 second-hand buses	£70,000	£70,000
	Fixed operational costs	Garage rent	£25,000	£25,000
		Regulatory charges	£15,000	£25,000
	Variable operational costs	Servicing / fuel	£15,000	£25,000
		Staff (2-3 drivers)	£225,000	£375,000
Total			£350,000	£520,000

5-year income				
	Developer contributions		£250,000	£250,000
	Revenue (for Break-even)		£100,000	£270,000
Total			£350,000	£520,000

Some issues

- Developers' Travel Plan should drive custom and revenue to these services
- Residents with bus passes may expect free passage sometimes, although "top-up" feasible
- Synchronising with Citi8 in Cottenham will be critical

Possible scheduled services and possible annual revenue

Service type	Service	Fare*	Hrs/day	Pax/day	Rev/wk	Rev pa
Commuter	Oakington Guided Busway stop	£3	1	20-40	£200	£10,000
Commuter	Waterbeach Railway station	£3	1	20-40	£200	£10,000
Commuter	School-run within 3 miles	£1	2	20-40	£100	£5,000
Day-time	Outer village loop to centre	£3	4	20-40	£200	£10,000
Evening	Outer village loop to centre	£3	4	20-40	£200	£10,000
Day-time	Inner village loop to estates	£2	4	20-40	£200	£10,000
	Total			120-240		£55,000

*Discounted for adult travellers to/from contributing estates.

The scheme could also provide ad-hoc and/or "dial-a-ride" services during day or at weekends

The service might be run independently or as an extension to an existing one.