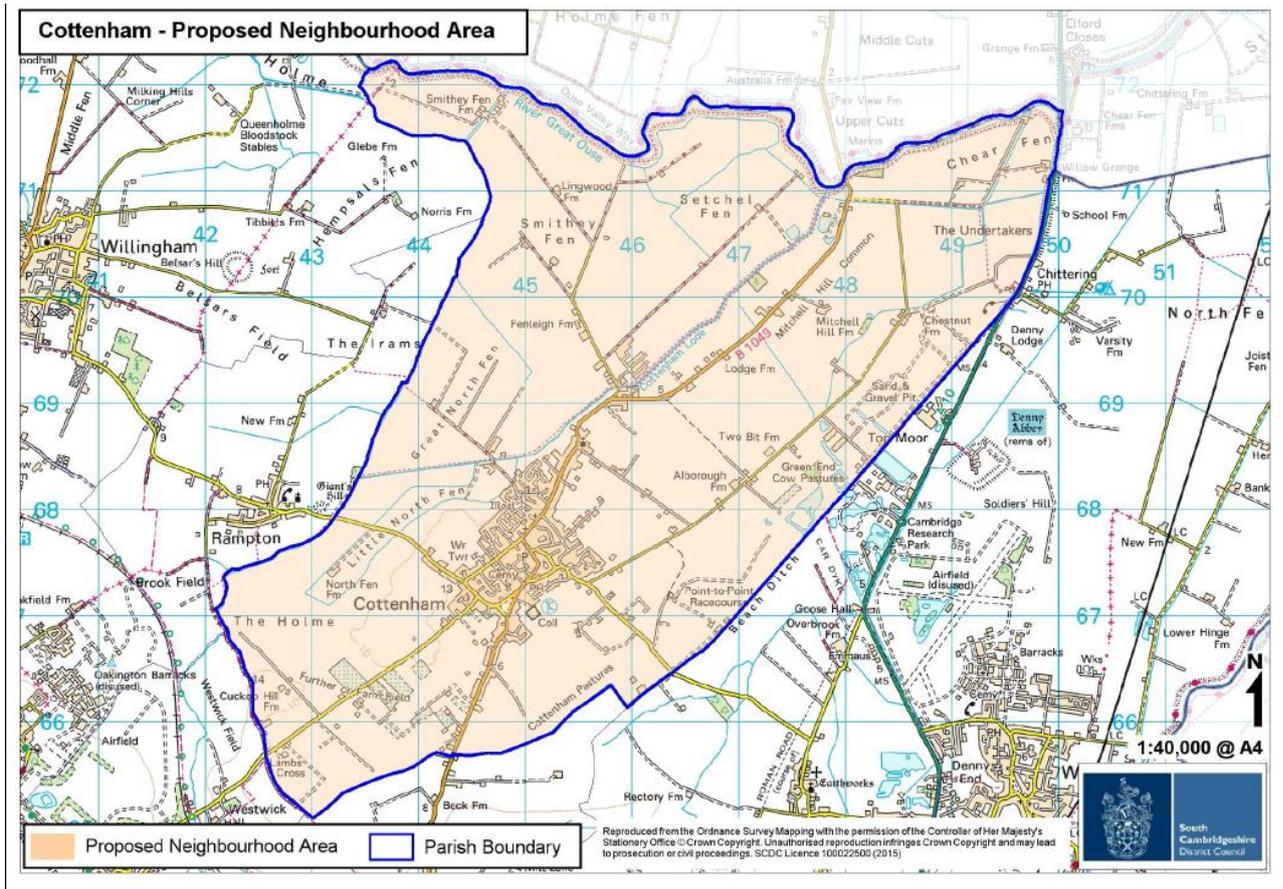


Cottenham Civil Parish

Neighbourhood Development Plan

2017 to 2031



Cottenham Parish Council

Pre-submission Draft Plan v2.1

May 2017

In 2031 Cottenham will still be a 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 core of the village, and having more affordable housing for the next generation of residents.

Cottenham Neighbourhood Development Plan
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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 provides local homes and employment opportunities for current and future generations while providing 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 core, while mitigating some of the traffic issues.

Why should Cottenham have a Neighbourhood Development Plan?

Cottenham risks becoming an expensive dormitory town for rapidly-growing Cambridge, with through-traffic increasing as commuters move to lower-priced housing further away, especially in Ely and the long-awaited Northstowe. Too much development and the character of the village would be lost forever. A Neighbourhood Development Plan, alongside South Cambridgeshire's Local Plan, can guide where and how much of that development is allowed.

What's next?

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

Chair, Cottenham Parish Council

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1 Context

National and local planning policy

- 1.1 This Plan sets out a number of neighbourhood planning policies to govern land use and development in the parish for the period from 2017 to 2031. These policies need to be read alongside existing national and district planning policies that apply within the parish.
- 1.2 The **National Planning Policy Framework** sets out national planning policy. The **Planning Practice Guidance** provides practical advice on how that policy is to be implemented.
- 1.3 South Cambridgeshire District Council is responsible for the production of the **Local Plan**, which sets out strategic planning policies governing development in the District up to 2031. In the Local Plan, the **Core Strategy** sets out the immediate context for the preparation of Neighbourhood Development Plans, notably housing requirements, as well as policies on relevant issues such as employment, open space and infrastructure.
- 1.4 This **Neighbourhood Development Plan** for Cottenham has been written to complement rather than duplicate existing policies, which are listed in more detail at Appendix A. Reference is made to relevant policies in the text of the Plan as appropriate.
- 1.5 Cottenham's **Village Design Statement**, originally approved as a Supplementary Planning Document (SPD) in 1994 and updated in 2007 set out a wide range of advisory material, much of which is now absorbed into local planning criteria. Some Cottenham-specific policies have been retained or adapted here (and referred to as VDS A/N).

The parish and village

- 1.11 Cottenham, a working fen-edge village with around 6,400 residents, 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. Parts of the village depend on pumped assistance to drain surface water out of the village via Cottenham Lode to the Great Ouse which forms the northern village boundary. Both these waterways catch surface water from villages far to the west and south-west. Changes in sea level arising from 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 between Green End and Top Moor, the Cottenham Conservation Area including its 66 listed buildings and Crowlands Moat). The Conservation Area in particular has a well-loved collection of mature native trees, although the size of this collection is slowly reducing, mostly as a result of ageing with inadequate replacement.



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 a planning consultant, an architect, the Planning Policy Team at South Cambridgeshire District Council (SCDC) and many others. The Plan covers the area of Cottenham Civil Parish, which was approved as a Neighbourhood Area by South Cambridgeshire District Council in November 2015.
- 1.22 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 **Neighbourhood Plan Survey** was carried out in winter 2015/6. These exercises have produced valuable information and insights which have been used in preparing this Plan. Regard has also been taken of a range of published documents which are listed at Appendix B.
- 1.23 The Working Party has discussed with some local landowners the scope for land to be brought forward for development. Further discussions are welcome. A preliminary assessment of site suitability has been carried out in January 2017 against a series of criteria. The initial findings have been used to inform the "call for sites" issued in March / April 2017 and will inform the subsequent independent site assessment in May / June.
- 1.24 This draft Plan has been published for the **Pre-Submission Consultation** and publicity in May 2017. Comments received will be detailed in the **Consultation Statement**, 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.
- 1.25 The Plan, like all development plans, will be screened to assess whether or not it needs a **Strategic Environment Assessment** in accordance with EU legislation.

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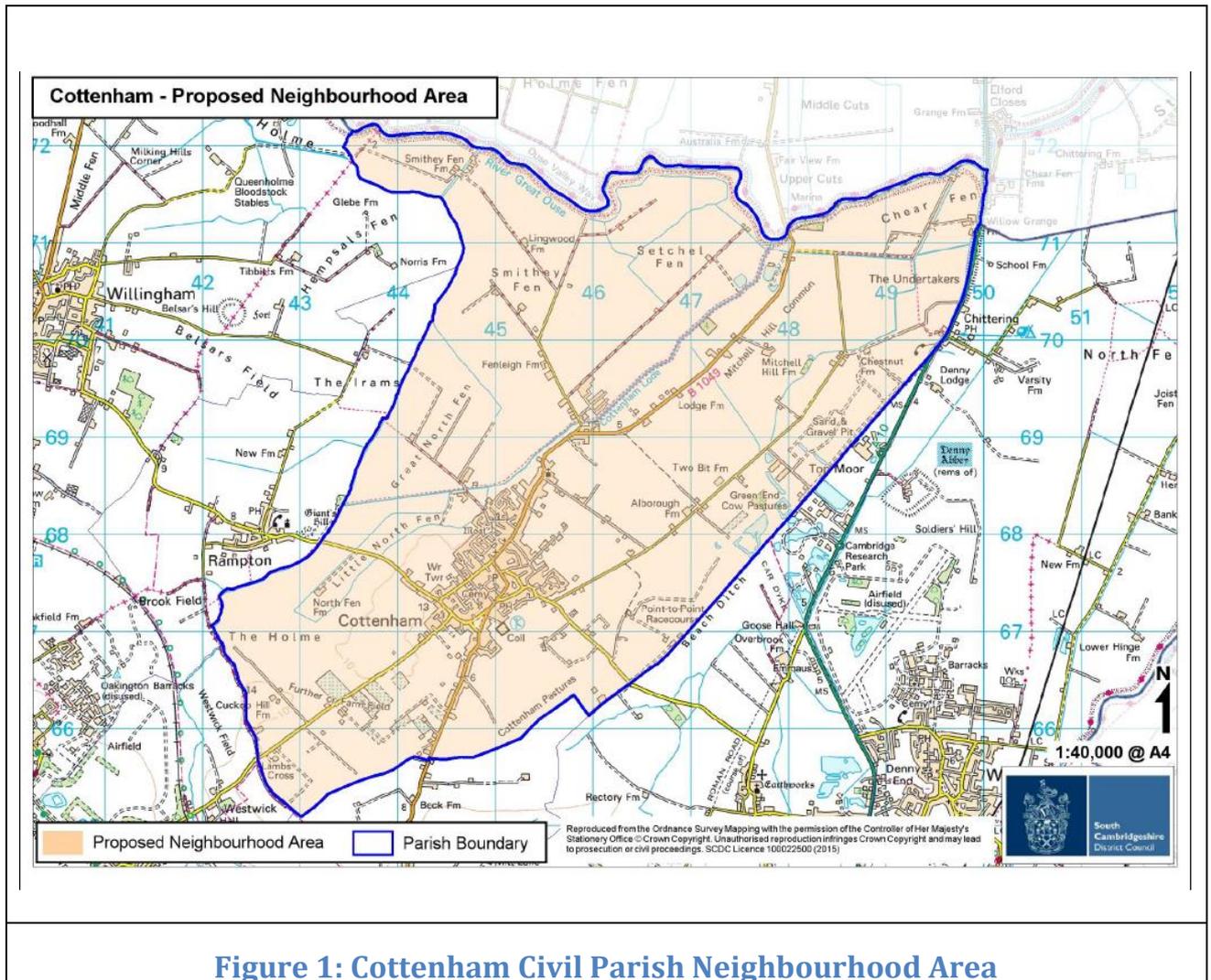


Figure 1: Cottenham Civil Parish Neighbourhood Area

- 1.31 The Local Planning Authority for Cottenham is **South Cambridgeshire District Council** (SCDC).
- 1.32 The area of the plan was designated by SCDC, following public consultation, on 17th November 2015.
- 1.33 This document has been prepared as a **Pre-Submission draft Plan** so residents and others can comment and suggest revisions prior to preparation of a **Submission Plan** to South Cambridgeshire District Council as the Local Planning Authority.
- 1.34 That plan will be subject to formal consultation and examination by a **Planning Inspector** for compliance with basic conditions.
- 1.35 After that a **Referendum Plan** 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 and the SCDC Local Plan.



2 Format of the plan

- 2.1 A map showing the extent of the **Neighbourhood Area** is included in section 1. This corresponds to the extent of the Cottenham Civil Parish and was approved by SCDC in November 2015.
- 2.2 Several **Key Issues** drawn from the findings of the parish-wide Neighbourhood Plan survey are highlighted in section 3 (figure 2).
- 2.3 Not all of these can be addressed within a **Neighbourhood Development Plan** which focuses on how land is developed.
- 2.4 A separate **Traffic & Transport Strategy** (summarised in Appendix F) is being developed to address those concerns with key partners over the coming years.
- 2.5 A short **Vision statement** (section 3, figure 2) expresses how Cottenham will appear if the plan's **Policies** succeed in dealing with the **Key Issues** and related **Objectives**.
- 2.6 Five **Objectives** (section 3, figure 2) were identified; four of which are within the scope of a **Neighbourhood Development Plan**, one has to be mostly addressed by the **Traffic & Transport Strategy** (summarised in Appendix F).
- 2.7 Each of the five **Objectives** is separately described with related **Policies** in more detail in sections 4 to 8.
- 2.8 The **Policies** will, alongside **National Planning Policy Framework** and SCDC's adopted **Local Plan**, guide where and how development should be allowed within the Neighbourhood Area.
- 2.9 Each **Policy** has a number of related actions gathered in an **Action Summary** in section 9.
- 2.10 A series of appendices provide more detail on the national and local planning policies, the evidence base which has been used to prepare the Plan and several policy areas that do not involve changes in land use, such as Drainage & Flooding, Open Spaces and Traffic & Transport.



3 Key issues, Vision & Objectives

Key issues

- 3.1 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.
- 3.2 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 education – both early years and primary – medical, welfare and day-care, leisure and 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

- 3.3 These issues have been used as the basis of both the:
 - a) **Vision, Objectives** and **Policies** in the Neighbourhood Development Plan (expanded in the following sections), and the
 - b) Traffic & Transport Strategy (summarised in appendix F and expanded elsewhere).

Vision	
In 2031 Cottenham will still be a 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 core of the village, and having more affordable housing for the next generation of residents.	
Objectives	Policies
Improving amenities and facilities	AF/1 Medical Centre
	AF/2 Village Hall & Nursery
	AF/3 Sports facilities
	AF/4 Play facilities
	AF/5 Larger supermarket
	AF/6 Extending burial grounds
Making housing more affordable for the next generation of residents	H/1 Up to 35 affordable homes
	H/2 Cluster design
Encouraging employment opportunities	E/1 Village employment
	E/2 Rural employment
	E/3 New Durman Stearn site
	E/4 New Co-op site
Reducing the impact of traffic, especially in the core of the village	T/1 Improved off-road routes within Cottenham
	T/2 Improved access to countryside
	T/3 Improved public transport
	Appendix D: Traffic & Transport Strategy - themes
Conserving the character of the village as a safe community	C/0 Residential framework
	C/1 Landscape character
	C/2 Heritage character
	C/3 Tree conservation

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



4 Improving Amenities & Facilities

- 4.1 The survey 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.
- 4.2 Additional Community Facilities are required and must, ideally, be within a sustainable distance from the village core - 800m easy walking distance from mid-point between Community Centre and Cottenham Club and less than 400m from a bus stop on the High Street. To meet the needs, a number of policies have been identified:

Policy	AF/1 Medical Centre
	<p>Support development of:</p> <p>A. a modern ~600 m² Medical Centre (including consulting rooms and facilities for minor medical procedures), and, if feasible,</p> <p>B. a “~100m² plus kitchen” Day Centre facility, provided the design:</p> <p style="margin-left: 20px;">a) is located within 800 metres of the village core, and</p> <p style="margin-left: 20px;">b) is located within 400 metres of a well-served bus stop, and</p> <p style="margin-left: 20px;">c) is imaginative and original, to extend and renew the distinctive character and traditions of Cottenham’s built environment, and</p> <p style="margin-left: 20px;">d) contributes to safer traffic movements by inclusion of appropriate on-site parking and delivery facilities.</p>

AF/1.1 91% of NP Survey participants felt that medical facilities should be improved and 71% that land and money should be made available for a new medical centre.

AF/1.2 The intention is to provide a building large enough to house both existing GP practices. The practices and local Clinical Commissioning Group have expressed serious interest, especially if various ancillary services, such as minor operations, pharmacy, phlebotomy, social services etc. are co-located.

AF/1.3 **Village Design Statement 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/1.4 The central location should encourage walking by able-bodied residents living within 800 metres. Provision of secure cycle parking and nearby bus stop should help discourage car use by those living further afield in the village and beyond.

AF/1.5 Approximately 16 car parking spaces will be necessary for key staff and the temporary or permanently less mobile and those residents living in the rural parts of the parish.

AF/1.6 Initial research and discussions with owners of several brownfield sites in Cottenham indicate there is a possibility to develop such a facility. Candidate sites are identified in section 9.

Policy	AF/2 Multi-purpose Village Hall & Nursery
	<p>Support development of a modern multi-functional Village Hall site on the Recreation Ground to provide more appropriate community facilities, including facilities for early years education and child-care, and an informal day centre for the elderly, provided the design:</p> <ul style="list-style-type: none"> a) is imaginative and original to extend and renew the distinctive character and traditions of Cottenham’s built environment, and b) includes broadband communications technology to facilitate ad-hoc working within walking distance of home, and c) contributes to safer traffic movements by inclusion of appropriate on-site parking and delivery facilities, and d) encourages pedestrian access

- AF/2.1 Cottenham’s population has grown substantially since today’s hall was constructed.
- AF/2.2 Design limitations restrict the current hall to one user at a time. Its structure is unsound it is energy-inefficient and it is not compliant with the Disability Discrimination Act yet serves as:
- a) a Day Centre for elderly residents to meet socially over a hot meal
 - b) an out-of-school club for primary school children before and after school
 - c) democratic services, including Council meetings and elections
 - d) a licensed Sports & Social Club
 - e) exercise classes
 - f) a range of casual activities
- AF/2.3 Cottenham has an assessed need (S/1411/16/OL.103) for 677 m² of indoor community space using the SCDC standard of 110m² per 1,000 head of population. In the study, Cottenham had a shortfall of 383 m² of indoor community, although nearly 250 m² was made up when the Cottenham Community Centre was opened.
- AF/2.4 Cottenham also has an estimated need (S/1411/16/OL.106) for a 50-place Nursery 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) increasing demand for all-day pre-school places, especially if any significant development occurs within Cottenham and also as a result of the proposed change to 30-hour free state provision.

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- AF/2.5 Cottenham United Sports & Social Club 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.
- AF/2.6 The adjacent Ladybird pre-school 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.
- AF/2.7 For sustainability, a new Hall should be located within 800 metres (CIHT) of most residents and the integrated Nursery as close as possible to the Primary School to simplify logistics for parents with children attending both.
- AF/2.8 The Parish Council has considered alternative sites within the village but none meet the combination of:
- a) proximity to the primary school, which will limit traffic and improve child safety
 - b) location within the 800 metre (CIHT) 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/2.9 The central location should encourage walking by able-bodied residents living within 800 metres.
- AF/2.10 Location within 400 metres of a well-served bus stop and provision of secure cycle parking should reduce car dependence for residents living further away than 800 metres.
- AF/2.11 Increased on-site car parking provision will encourage parents and minders to park on-site rather than in the neighbouring streets when they drop off or pick up children.
- AF/2.12 Car parking will also be necessary for residents living some distance from the site and beyond the range of bus services.
- AF/2.13 **Village Design Statement 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.”



Policy	AF/3 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.

- AF/3.1 Additional facilities require space on which to develop playing surfaces and associated drainage and lighting or buildings.
- AF/3.2 New facilities include an all-weather floodlit 3-court Multi-Use Games Area (MUGA) for basketball, 5-a side football and netball or a simpler boules court and/or an extension to the Sports Pavilion.
- AF/3.3 SCDC list 1.6 ha per 1,000 population as the benchmark for formal sports provision in their Recreation & Open Space study (part of the Local Plan evidence base published in 2013 and derived from Design Standards for Outdoor Sport & Play).
- AF/3.4 This implies a requirement for around 10 ha (S/1411/16/OL.90) for Cottenham against an actual freehold provision of 4.66 ha supplemented by 3.4 ha of leased land, some of which is used for sport, a shortfall of around 2 ha.
- AF/3.5 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/3.6 Two candidate green field sites are included in section 10.



Policy	AF/4 Play facilities
	Support the provision of equipped areas for child play being included in future residential development sites

AF/4.1 Guidance for Outdoor Sport & Play (Beyond the Six Acre Standard) from **Fields in Trust**, the successor to the **National Playing Fields Association** and **King George V Fields**, recommends that:

- a) children considered old enough to play independently should have access to a 20m * 20m Local Equipped Area for Play (LEAP) 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), including a hard surface suitable for 5-a-side football, within 1000 metres (a 15 minute walk).

AF/4.2 Longer distances discourage spontaneous short visits to play areas while shorter distances also encourage social contact within neighbourhoods.

AF/4.3 Much of Cottenham is within reach of the extensive play facilities at the Recreation Ground. However, **Design Standards for Outdoor Sport & Play** indicates provision of a Local Equipped Area for Play is necessary at Brenda Gautrey Way and on Tenison Manor.



Policy	AF/5 Supermarket
	<p>Development of a supermarket to meet local needs will be supported in the village core, provided this:</p> <ul style="list-style-type: none"> 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/5.1 The Co-operative supermarket, alongside the two convenience stores, is a vital part of the village's retail facilities.

AF/5.2 However 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/5.3 Relocation to larger premises, still within the central area of the village would be ideal but availability of suitable centrally-located alternative sites is limited. Two of the sites being assessed may be suitable, if they become available.

AF/5.4 The current site could, following relocation, be re-developed (see BF/4 in section 11) as the **Medical Centre (AF/1)** or **affordable homes (H/1)**

Policy	AF/6 Extension of burial grounds
	<p>Extension of the village's burial grounds to meet anticipated local needs will be supported, provided these:</p> <ul style="list-style-type: none"> 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/6.1 Cemeteries are an important part of the village's facilities.

AF/6.2 However the current provision is likely to become insufficient within the life of this plan

AF/6.3 Small extensions onto adjacent land will be supported.



5 Making housing more affordable

- 5.1 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.
- 5.2 More sustainable communities encourage a mix of housing types and income levels by adopting housing policies such as Community Land Trusts and other forms of non-profit housing. The survey completed as part of the plan preparation identified provision of more affordable homes within the village as important.
- 5.3 These homes need to be located within easy walking distance of the village core and less than 400 metres of a well-served bus stop to discourage car usage and reduce costs. At 400 metres, homes are estimated to generate an additional 0.76 car journeys (S/1606/16/OL) in the peak hour, a number which is likely to increase with distance from the village core.
- 5.4 As of May 2016, there were 70 people with a local Cottenham connection registered on the help to buy list (S/1411/16/OL.33) implying that provision of up to 35 affordable homes within the 15-year plan period would significantly reduce the current shortfall and, if delivered within a Community Land Trust, provide these homes exclusively for local people.
- 5.5 Developer contributions, whether as Community Infrastructure Levy (CIL) or “Section 106” conditions and obligations, will be sought as part of “making an application acceptable in planning terms.” These contributions will mostly be directed to enabling the Amenities & Facilities or Traffic & Transport parts of the plan.

Policy	H/1 New affordable housing development
	<p>Support development of up to 35 affordable homes on several green field sites (see section 9 for candidate sites) over the 15-year plan period, provided that:</p> <ul style="list-style-type: none"> a) the sites are inside or immediately adjacent to Cottenham’s established development framework, and b) the sites are within easy walking distance of the village core and a well-served bus stop, and c) 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, and d) the homes incorporate up-to-date communications technology to facilitate working from home, and e) the homes remain available in perpetuity to residents with a local connection

H/1.1 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 at the village edge.

H/1.2 Concerns about traffic generation from developments lead to cluster location within easy walking distance of the village core and well-served bus stops while fibre-optic broadband also helps minimise traffic by facilitating home-working and employment in home-based businesses.

H/1.3 Cottenham has a shortfall of around 70 affordable homes (S/1411/16/OL.33) for local people. This will grow by around 1% pa and implies a need for up to 90 new affordable homes in Cottenham by 2030. Planning approval (S/.../15/OL) has been granted for 50 homes on Oakington Road which will include 20 affordable homes reducing the current shortfall to around 70. To be truly sustainable these new homes should have access to fast broadband communication and be within 800 metre walking distance of the core and 400 metres of a High Street bus stop to minimise dependency on car ownership and use.

H/1.4 Current SCDC policy requires 40% of homes within larger new developments to be classified as affordable but only around 24 per 100 are prioritised for local people. Around 300 additional homes would be needed to eliminate demand fully within mixed developments of market-priced and affordable homes. These could not be located within the 800 metre easy walking distance from the village core, a key site selection requirement for sustainability as an integrated village, or within the existing built framework.

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- H/1.5 A more practical goal is to reduce the deficit by 50% over the 15 years, requiring some 35 new affordable homes within mixed developments totalling no more than 100 houses.
- H/1.6 Affordable homes developed commercially include substantial overhead profit shared by both developer and landowner reducing the proportion of homes within a development or increasing the price of the affordable homes.
- H/1.7 A Community Land Trust has more flexibility on land which it could develop and, more importantly, can guarantee lower priced homes available only to people with local connections “in perpetuity”.
- H/1.8 Village Design Statement 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.

Policy	H/2 New housing sites
	<p>Support development of mixed housing clusters over the 15-year plan period, provided that each green field site:</p> <ul style="list-style-type: none"> a) conserves the “fen-edge” landscape character of Cottenham, and b) contains no more than 50 homes to 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 800 metres easy walking distance of Cottenham’s core to facilitate integration, and e) is within 400 metres of a scheduled frequent public transport service to minimise car dependency, and f) is provide with up-to-date communications systems to facilitate home working, and g) is closely connected to one of Cottenham’s five arterial roads

- H/2.1 Encourage formation and operation of one or more Community Land Trusts which, if feasible, are the best way in perpetuity to deliver the maximum number of locally-affordable homes per amount of land developed and retain them for people with a Cottenham connection in perpetuity.
- H/2.2 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.
- H/2.3 This approach can be used to deliver clusters of 20 or more affordable homes within mixed (affordable and market-priced) developments of up to 50 homes.
- H/2.4 Repeated every 5 years, this approach will deliver affordable homes at a rate equivalent to 4 times the rate of growth in demand and significantly reduce the unmet demand.
- H/2.5 Sites for further consideration are included in sections 9 and 10.

Policy	H/3 Cluster design
	<p>Require that each housing cluster of more than three houses on a site facilitates integration into the village (VDS S/2) by:</p> <ul style="list-style-type: none"> 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) requiring the layout of each cluster and architectural design of each house to respect (VDS B/6) its Cottenham context, and c) minimising repetitious designs in form or proportion, and d) keeping car parking areas to the sides rather than fronts, and e) requiring that the design of each cluster should minimise flood risk by reducing surface water run-off rates to below 1.1 litres / ha / second by original design using an adequately-sized sustainable drainage systems, minimising the use of impermeable surfaces, and f) requiring that “urban drift” is either allowed for or restricted by removing permitted development rights that would otherwise allow further hardening of the surfaces, and g) including legal agreements on provision of long-term maintenance of drainage systems

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 containing a rich variety of architecture. 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 drift” as householders make permitted small extensions or driveway improvements that harden surfaces and accelerate run-off.



6 Encouraging Employment

- 6.1 Favourable consideration should be given to modest (total development <500m²) applications meeting one or more of the exception criteria.
- 6.2 Traffic volume, speed and character create problems for Cottenham residents and the narrow uneven pavements aggravate the situation for many residents whose home fronts almost directly onto the main streets or are less-mobile.

Policy	E/1 Village employment
	<p>Support development of a wider range of small scale retail and commercial facilities within the village that:</p> <ul style="list-style-type: none"> 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 800 metres of the village core or within 400 metres of a well-served 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) ensuring there are at least 2 cycle stands within 10 metres and at least 2 short-term parking spaces within 50 metres of each convenience store on the High Street
 - c) encouraging relocation of businesses requiring heavy vehicle activity away from the core to improve road safety.



Policy	E/2 Rural employment
	<p>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:</p> <ul style="list-style-type: none"> a) seeks to reduce the impact of traffic, and b) minimises the impact on the fen-edge landscape c) wherever practicable, re-uses redundant or disused buildings to enhance the immediate setting, and d) 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 and shooting) and agro-tourism (e.g. 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 and
- b) re-use and disused buildings to enhance the setting and
- c) facilitate public access to 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.



Policy	E/3 new Durman Stearn site
	<p>Support the relocation of Durman Stearn and enable their expansion near the village edge on a site in Hay Lane, provided this:</p> <p style="padding-left: 40px;">a) can be shown to increase local employment, and</p> <p style="padding-left: 40px;">b) reduces HGV traffic within the village core.</p>

- 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 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**

7 Reducing the impact of traffic

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) and key village facilities (central High Street, 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 as these sites are within 800 metres of 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.”

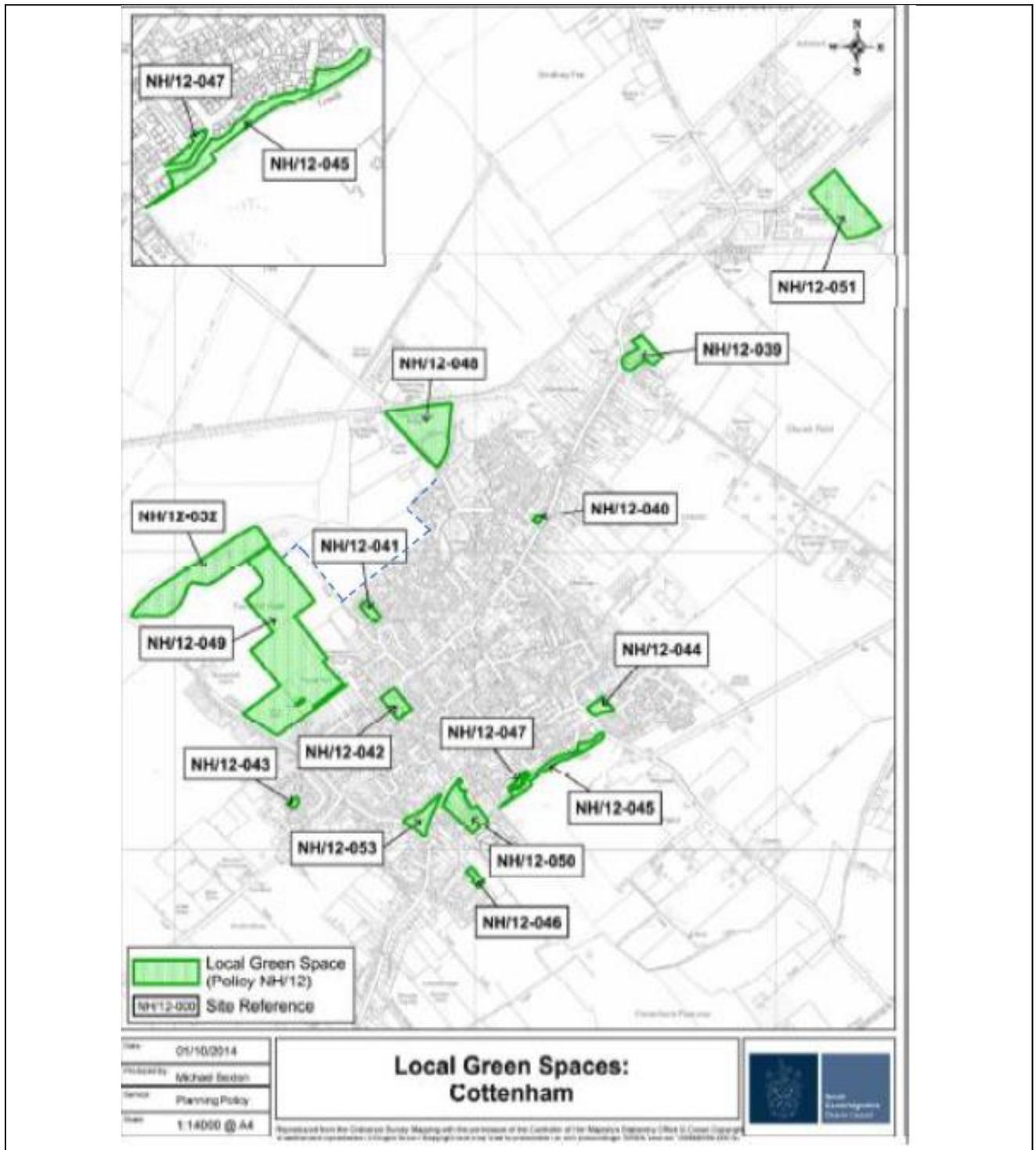


Figure 4: Map - Current and proposed off-road links between open spaces

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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 pursuit 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 **Village Design Statement O/5** complete and expand the village footpath network both within and around the perimeter of the parish

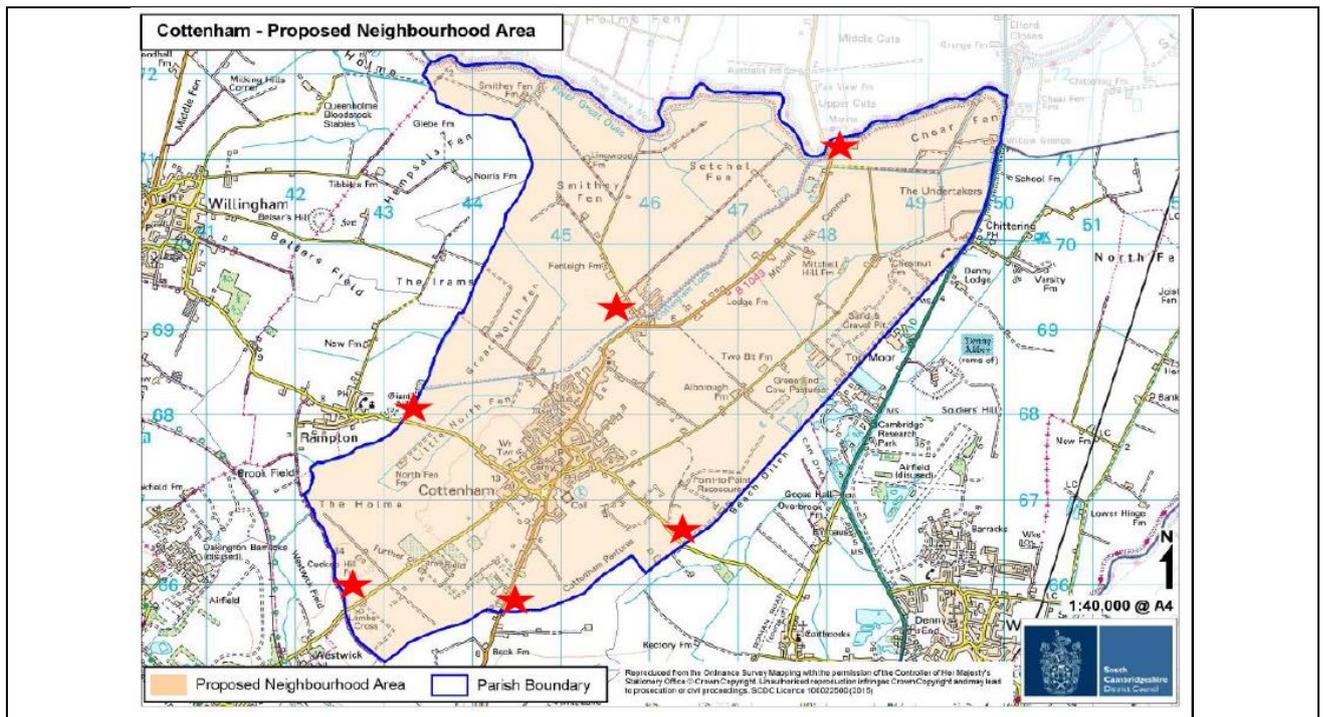


Figure 5: Map – current and proposed access areas for country walks

Policy	T/3: Improved public transport
	<p>Reduce the impact of traffic by seeking developer contributions to Cottenham Community Bus service scaled:</p> <ul style="list-style-type: none"> • from £0 per house within 400 metres of the High Street, and • rising to £200 per house beyond 400 metres but within 800 metres of the village core; and • rising to £600 per house situated beyond 800 metres from the village core.

T/3.1 Increased distance from the village core and the well-served public transport stops on the High Street, or beyond 800 metres easy walking distance of the village core, increases dependency on cars.

T/3.2 Cottenham Community Bus service, if introduced, could 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 400 metres from High Street bus stops sustainable in planning terms with the rate per house increasing as outlined in the policy.

8 Conserving the village character

Policy	C/0 Residential framework
	Extend the residential framework to include: <ul style="list-style-type: none">a) the recent development at Racecourse View, andb) sites approved for development, andc) the greenfield development sites (GF/x) selected for development in this plan

C/0.1 The existing residential framework does not include the recently completed development at Racecourse View

C/0.2 The framework should be extended to include sites approved for development or selected for development under this plan.



Policy	C/1 Landscape character
	<p>Developments will be considered if they conserve the landscape character of Cottenham, and provided they:</p> <ul style="list-style-type: none"> d) apply landscape design criteria (VDS L/1) in the layout, form and urban design qualities of each cluster, and e) use screens of native tree species and subdued lighting (VDS L/3) to protect the external view of the village, and f) 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, and g) maintain vistas of open countryside (VDS S/3) between properties wherever possible, and h) preserve essential elements of the “big sky / open space” fen edge landscape character (VDS L/2), especially outward views across open countryside that include <ul style="list-style-type: none"> a. All Saints’ church from Beach Road, Cottenham Lode or Long Drove, and b. Haddenham from Cottenham Lode

C/1.1 Cottenham residents are proud of the village atmosphere and character, much of which stems from being a working village with a High Street containing a rich variety of architecture. This character has been maintained and extended by the layout and mixed architecture of recent developments.

C/1.2 Village Design Statement policy L/1 Landscape design criteria should form a key aspect in the layout, form and urban design qualities of new developments.

C/1.3 It is important to minimise the impact of development in and around the village on the surrounding landscape by suitable tree screens and minimal lighting.

C/1.4 Village Design Statement policy L/3 new developments on the village edge should prioritise landscape design with subdued lighting to protect the external view of the village.

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C/1.5 Certain vistas of Cottenham, when viewed from publicly-accessible land are valued; notably:

- a) All Saints' church from parts of Beach Road, Cottenham Lode, Long Drove and Rampton Road;
- b) the village edge when viewed from parts of Cottenham Lode, Oakington Road, and Rampton Road.

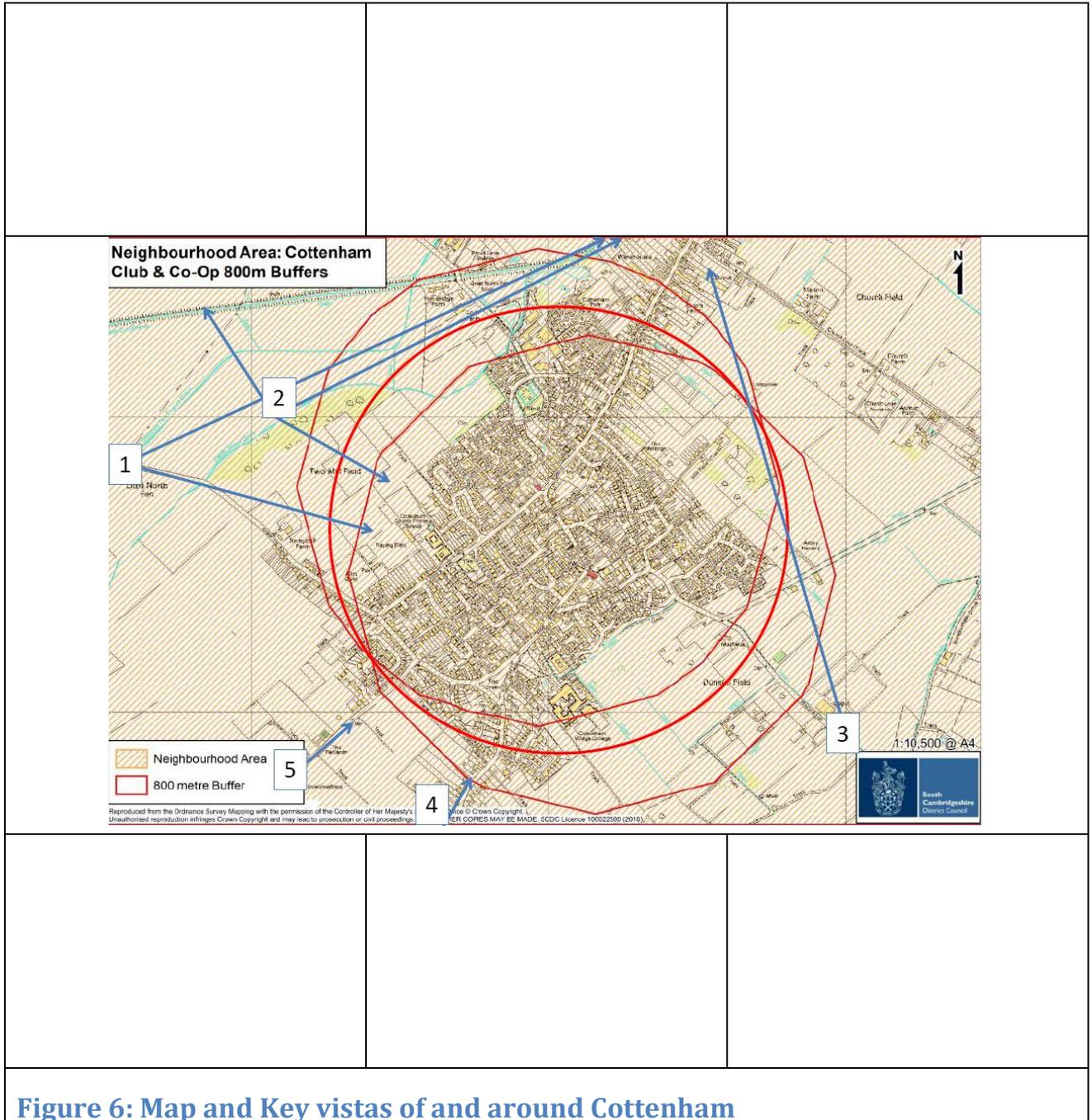


Figure 6: Map and Key vistas of and around Cottenham



- C/1.6 Village Design Statement policy L/7 (VDS L/7)** advises “protect vistas that contribute to the character and attractiveness of Cottenham.”
- C/1.7 Cottenham, although no longer dependent on agriculture, remains a working village with many High Street properties retaining side access to a deep plot and access to the open countryside.
- C/1.8 Loss of a view through to the open countryside from within the Conservation Area should be resisted.
- C/1.8 Village Design Statement 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/1.9 The rural parish provides a relatively featureless fen-edge setting of considerable scale and natural beauty. Relatively modest scale infrastructure can have a disproportionate effect in this landscape. Particular vistas looking outward from the village edge north-west towards Haddenham and All Saints’ church are particularly sensitive.
- C/1.10 Village Design Statement policy L/2** advises “Essential elements of the fen edge landscape character should be preserved.”



Policy	C/2 heritage character
	Planning applications that would result in harm to the heritage assets, including Ancient Monuments, the Listed Buildings or their settings, or the wider Conservation Area or its setting will be considered inappropriate unless outweighed by overriding public benefits.

- C/2.1 The physical character of Cottenham is defined by the Conservation Area and the Lanes that form the heart around which linear expansion has occurred along the arterial roads. Typical features include:
- a) mid-Victorian Cottenham villas, 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) 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 C/2.4, enhance local distinctiveness and should be protected in a manner appropriate to their significance.
- C/2.3 Car Dyke (between Green End and Top Moor), and Crowlands Moat (off Broad Lane) are registered Ancient Monuments.
- C/2.4 Cottenham’s All Saints’ church is a Grade I Listed Building
- C/2.5 Cottenham has over 80 Grade II Listed Buildings (listed in C/2.5) , mostly located on the High Street and, apart from Tower Mill and the Moreton 1853 Almshouses, inside the Conservation Area.

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C/2.5 Cottenham's collection of Grade II 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

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

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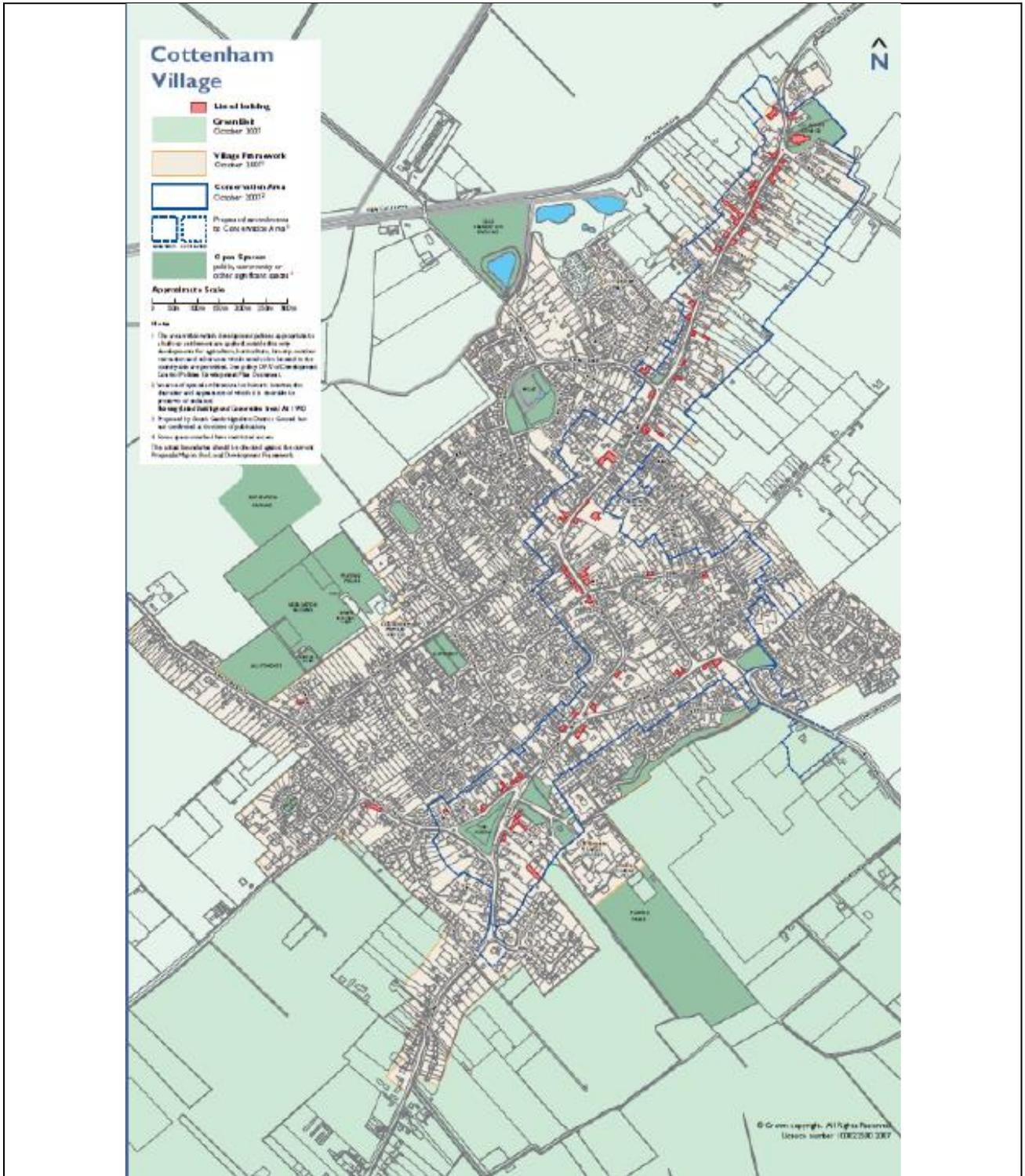


Figure 7: Cottenham's Conservation area

Policy	C/3 Tree conservation
	<p>Wherever possible, support the maintenance and development of Cottenham’s collection of trees by:</p> <ul style="list-style-type: none"> a) seeking Tree Preservation Orders on specific trees visible from the public realm, especially in the Conservation Area, and b) encouraging landowners, especially in the Conservation Area, community groups and individuals (VDS L/4) to plant native tree species to retain landscape character and to benefit wildlife within the parish.

C/3.1 Native 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/3.2 Within the Conservation Area, notice has to be given of any intent to undertake work to mature trees so that Tree Preservation Orders are made on specimens of significant interest. This measure is insufficient to prevent loss over time of much of the arboreal heritage.

C/3.3 The rural parish provides a fen-edge setting of considerable scale and natural beauty which needs conserving to protect particular vistas seen from the village edge by encouraging planting of native trees, especially as screens around village-edge developments.

C/3.4 **Village Design Statement 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.”

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 Figure 9 shows all the sites under consideration.

- A number of possible SHLAA* sites were appraised and rejected by the District Council in recent years, although some speculative applications have subsequently emerged.
- Further sites – X1 to X13 in figure 9 - emerged during the preparation of this plan.

9.3 The clear window highlights sites which would minimise additional traffic by being within a nominal 800 metre easy walking distance of the village core.

9.4 All the identified sites are being assessed against sustainability and availability criteria. It is likely that **no more than two of these** will require development for housing before 2031.

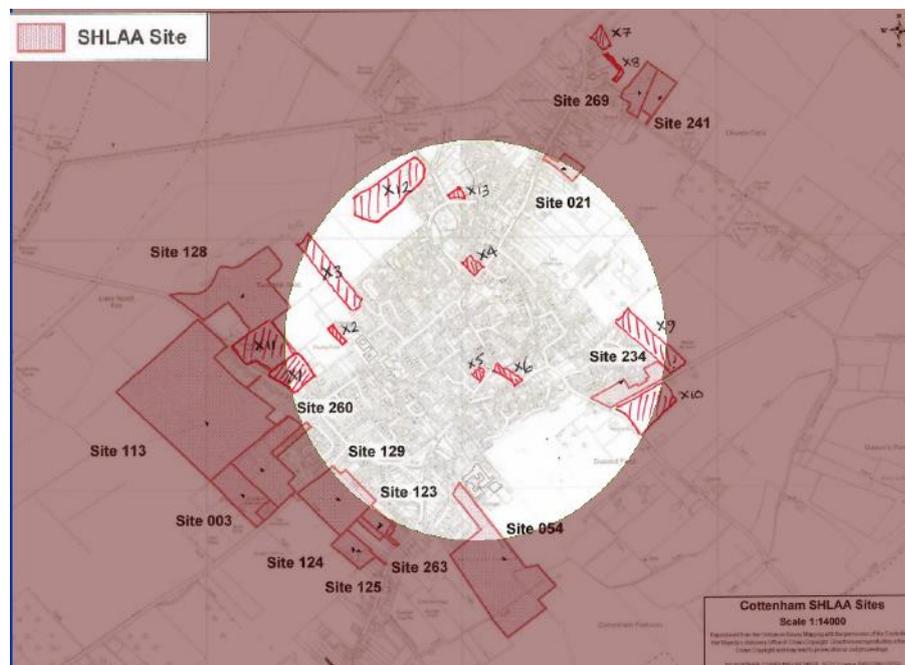
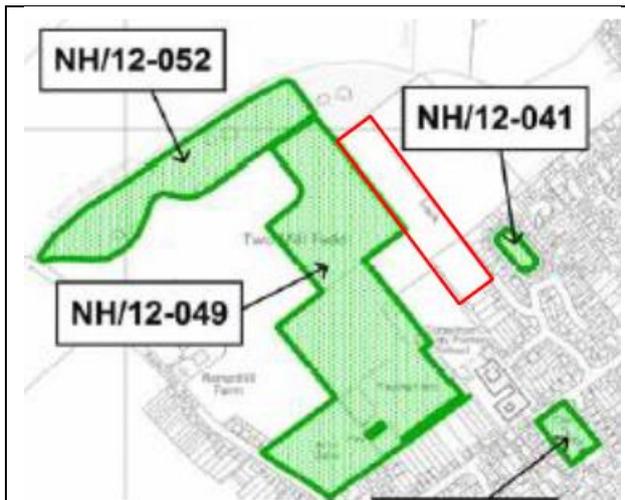


Figure 8: Cottenham assessed and potential sites

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.

Policy	GF/1 Field (X3 in figure 10)
	<p>Support development of 2 ha field X3, if and when available, to provide:</p> <p>A: an appropriately-sized “on campus” extension to the Cottenham Primary School, provided the design:</p> <ul style="list-style-type: none"> 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) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



Site location off Victory Way

Google Earth view

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/2 Field (part of site 128 in figure 10)
	<p>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, provided that the design:</p> <ul style="list-style-type: none"> a) provides a roadway access between Rampton Road, the Recreation Ground and Cottenham Primary School, and b) applies imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham’s built environment and especially the buildings nearby, and c) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



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.

GF/2.3 The site is just beyond easy walking distance of the village core via Rampton Road and 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 10)
	<p>Support development of the ~15,000+ m² site, if and when vacated, to provide:</p> <p>A: a mixed 10-20 unit housing development along Rampton Road, and</p> <p>B: a 4 GP medical practice with associated minor procedure facilities, and</p> <p>C: N off 1 or 2-bed affordable apartments on upper floors, and</p> <p>D: additional open space for sports adjacent to the Recreation Ground, provided that the design:</p> <ul style="list-style-type: none"> a) retains or secures adequate allotment space elsewhere, and b) provides a roadway access between Rampton Road and 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 especially the buildings nearby, and d) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities



The location off Rampton Road



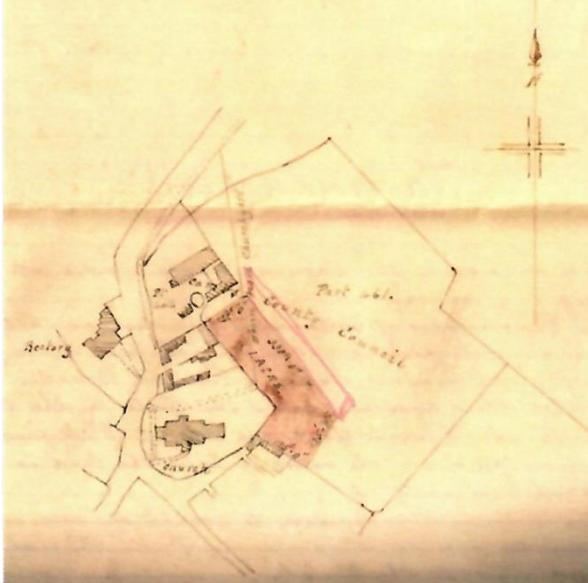
Google Earth view

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 Relocation of the allotments, followed by limited development of the site, could increase the Charity’s ability to deliver all three aims.

Policy	GF/4 Land in the vicinity of All Saints' Church (X8 in figure 10)
	<p>Support development of "field Z", if and when vacated, to provide a small (1/2 acre?) extension to the Village's Public Burial ground, provided that the area:</p> <ul style="list-style-type: none"> 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

	
Today's block layout showing the 1911 extension	Google Earth view

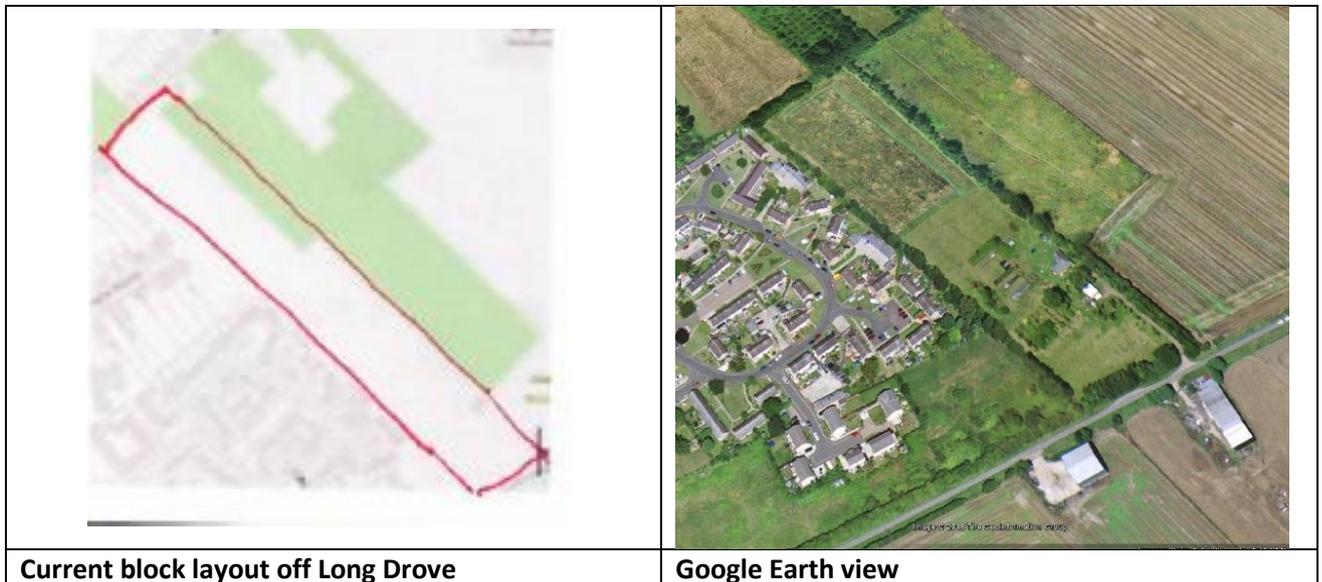
GF/4.1 Demand for additional burials space has been assessed as approximately 0.75 per household per hundred years (cited in SCDC Case Officer report into planning application S/1411/16/OL dated 23rd March 2017

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.

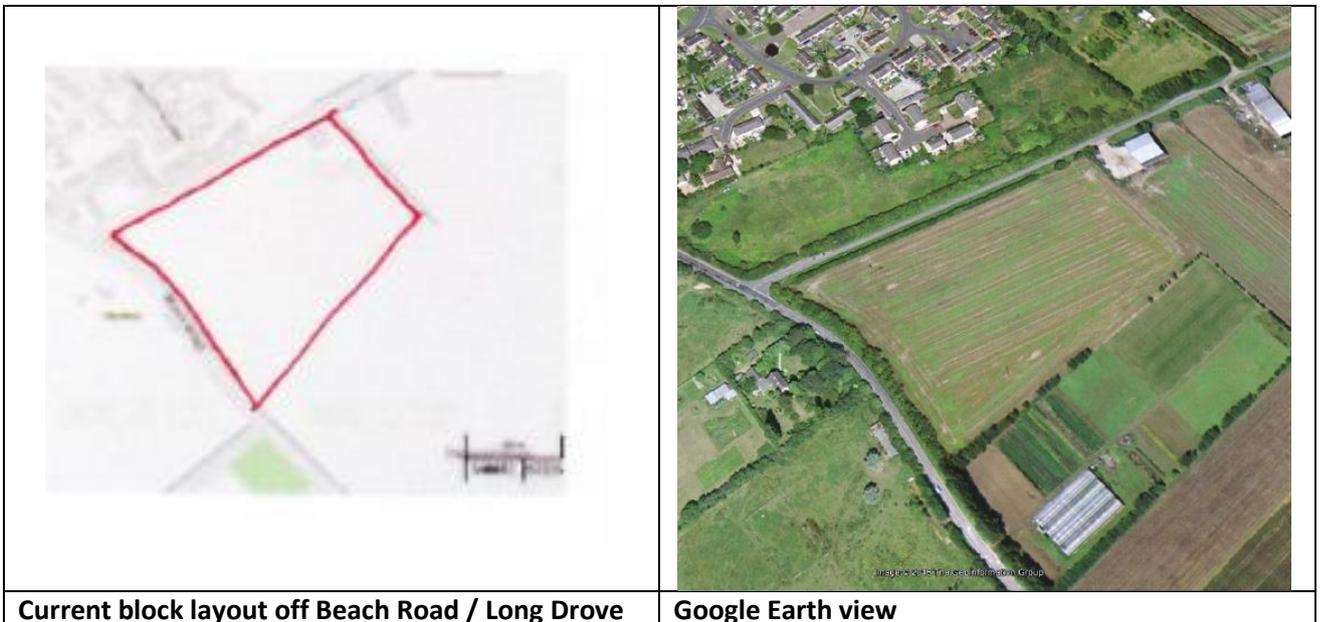
GF/4.4 With graveyard capacity estimated to be 1,250 graves per acre, a 1 acre total expansion would provide capacity for around 100 years within an additional public open space at the Church End of the village.

Policy	GF/5 Field (X9 in figure 10)
	<p>Support development of some or all of approximately 4 hectare field X9 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:</p> <ul style="list-style-type: none"> 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 working from home f) 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 may be available for development.
- GF/5.3 The site is just beyond easy walking distance of the village core via Rampton Road and would need some improvement to the southern section of Long Drove and negotiation of footpath access to the village from the northern end of the site.
- GF/5.4 Some care will be needed at the southern end of the site to avoid conflicting with the view to All Saints’ Church from Long Drove.

Policy	GF/6 Field (X10 in figure 10)
	<p>Support development of some or all of approximately 5 hectare field X10 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:</p> <ul style="list-style-type: none"> 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) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking facilities



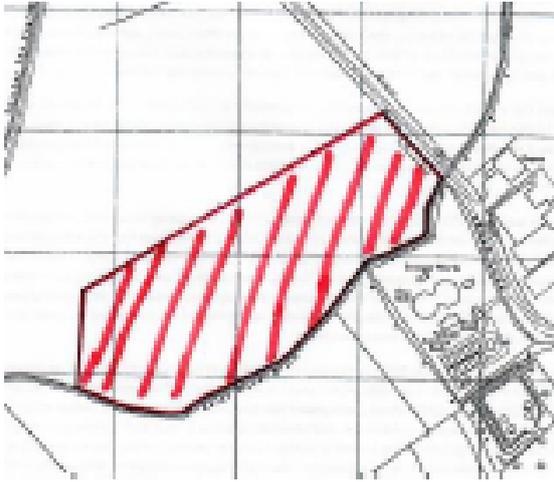
GF/6.1 The site lies outside but close to the existing residential framework, is mostly within easy walking distance of Cottenham’s core.

GF/6.2 The land is owned by a single landowner and understood to be available for development.

GF/6.3 Development of the site would need to be restricted at the eastern end to avoid blocking views to All Saints’ Church and some tree screening will be required to maintain a soft edge to the village approach.

GF/6.4 The site could incorporate a substantial area of open space, complementing the provision at the diagonally-opposite Recreation Ground.

Policy	GF/7 Field (X12 in figure 10)
	<p>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:</p> <ul style="list-style-type: none"> 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) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking facilities

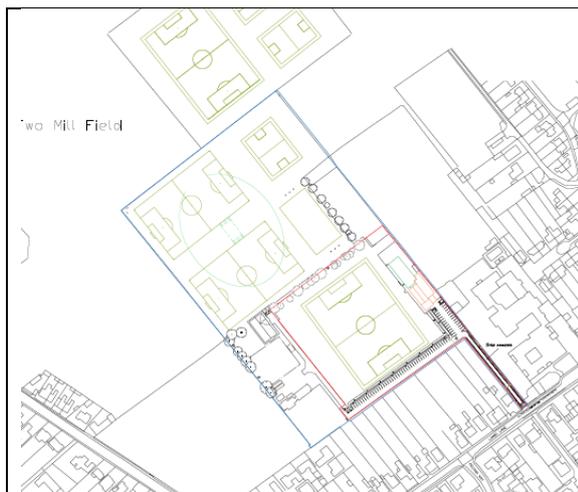
	
Current block layout off Broad Lane	Google Earth view

- 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 to maintain a 9 metre separation from the Catchwater Drain at the southern boundary, avoid development of the northern end due to flood plain considerations and include a tree screen to soften the view from Cottenham Lode.

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.

Policy	BF/1 King George V Field & Recreation Ground (X2 in figure 10)
	<p>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:</p> <ul style="list-style-type: none"> 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) contributes to safer pedestrian, cycle and vehicular access by inclusion of appropriate parking and delivery facilities.



The site layout off Lambs Lane



Visualisation

Policy	BF/2 Durman Stearn site (X4 in figure 10)
	<p>Support development of the 3,000+ m² High Street Durman Stearn site, if and when vacated, to provide:</p> <p>A: a modern 600m² Medical Centre (including consulting rooms and facilities for minor medical procedures, such as X-Ray and phlebotomy) plus parking, and</p> <p>B: 5 to 10 small retail or office units within refurbished buildings fronting the High Street</p> <p>C: 5 to 10 or 2-bed apartments on upper floors across the site, provided the design:</p> <ul style="list-style-type: none"> 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



Google Earth view

Policy	BF/3 Watson' Yard / Fire Station site (X5 in figure 10)
	<p>Support development of the ~5,000+m² Watson's Yard / Fire Station site, if and when vacated, to provide:</p> <p>A: a modern larger supermarket plus parking, and</p> <p>B: a modernised Fire Station building and training area, and</p> <p>C: 5 to 20 new or retained small business units, and</p> <p>D: 3 to 5 small High Street office or retail units, provided the design:</p> <ul style="list-style-type: none"> 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

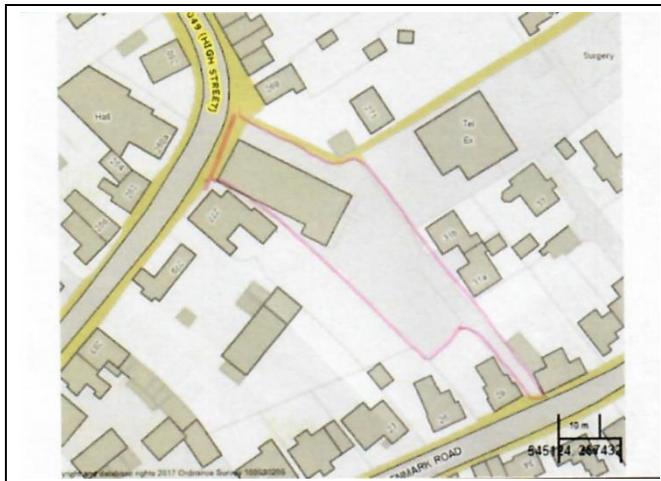


Current block layout off High Street



Google Earth view

Policy	BF/4 Co-op site (X6 in figure 10)
	<p>Support development of the 2,000+m² High Street Co-op site, if and when vacated, to provide:</p> <p>A: a modern 600m² Medical Centre (including consulting rooms and facilities for minor medical procedures) plus parking, and</p> <p>B: 5 to 10 1 or 2-bed affordable apartments on upper floors, and</p> <p>C: 2 to 5 small retail or office units, provided the design:</p> <ul style="list-style-type: none"> 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

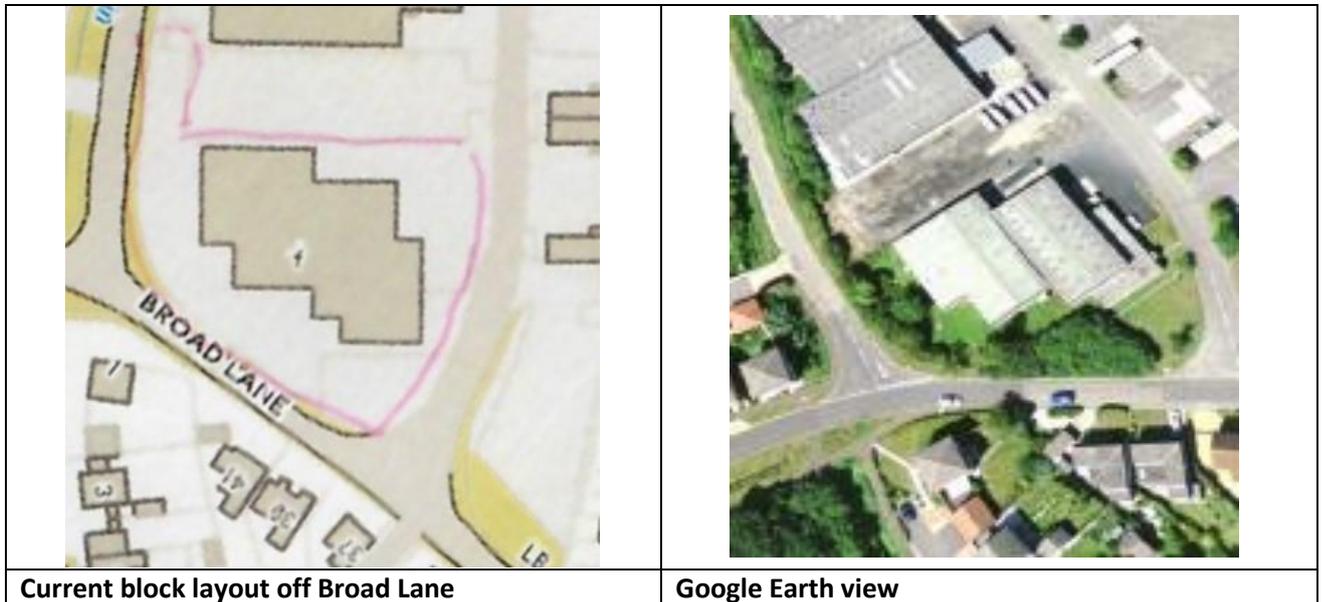


Current layout off High Street / Denmark Road

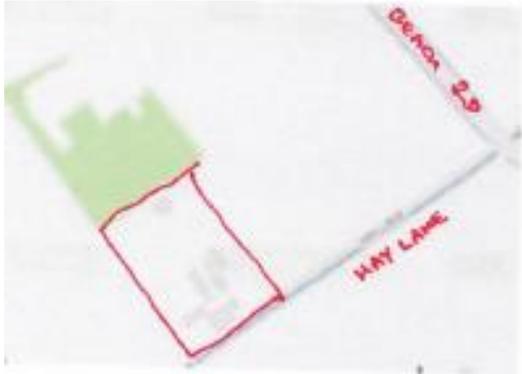


Google Earth view

Policy	BF/5 Broad Lane Industrial Estate site (X13 in figure 10)
	<p>Support development of the 2,000+m² High Street Co-op site, if and when vacated, to provide:</p> <p>A: a modern 600m² Medical Centre (including consulting rooms and facilities for minor medical procedures, such as X-Ray and phlebotomy) plus parking, and</p> <p>B: 2 to 5 small office units on upper floors of the Medical Centre, and</p> <p>C: 3 to 5 residential units fronting the site onto Broad Lane, provided the design:</p> <ul style="list-style-type: none"> 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/6 Hay Lane Industrial site (X11 in figure 10)
	<p>Support development of the 1.5 ha Hay Lane Durman Stearn site, if and when available, to provide:</p> <p>A: a modern office HQ for a civil engineering business, and</p> <p>B: workshops for vehicle maintenance, and</p> <p>C: secure vehicle storage areas, provided the design:</p> <ul style="list-style-type: none"> 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 layout off Hay Lane / Beach Road	Google Earth view

Policy	BF/7 Voland Industrial site (X7 in figure 10)
	<p>Support development of the ~5 ha Voland site, if and when available, to provide:</p> <p>A: a modern office HQ for a civil engineering business, and</p> <p>B: workshops for vehicle maintenance, and</p> <p>C: secure vehicle storage areas, provided the design:</p> <ul style="list-style-type: none"> 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

Objective	Policy	Action
Amenities & Facilities	AF/1	Facilitate development of a purpose-built medical centre within 800 metres of the village core, 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.) and Nursery 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	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/4	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/5	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, on plots of land, 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 appropriate 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 draft v2.1



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 there are 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: National and local planning policies

A.1 A wide range of planning policies from the National Planning Policy Framework and District-level plans apply to this Plan. The principal documents are summarised below.

National Planning Policy Framework

A.2 The Framework sets out national policy, including both development and environment protection. Relevant chapters are:

- a) Supporting a prosperous economy (chapter 3)
- b) Delivering a wide choice of high quality homes (chapter 6)
- c) Requiring good design (chapter 7)
- d) Promoting healthy communities (chapter 8)
- e) Protecting green belt land (chapter 9)
- f) Meeting the challenge of flooding (chapter 10)
- g) Conserving and enhancing the natural and historic environment (chapters 11,12)

A.3 The Framework is supported by Planning Practice Guidance which sets out more detail on how the national policies should be implemented, for instance with regard to flood risk.

South Cambridgeshire District Council – adopted Local Plan

A.4 This sets out a District-level spatial strategy and policies on a wide range of planning matters, with the following “strategic policies” being of particular relevance and importance to this Neighbourhood Development Plan.

- a) **ST/1** - Green belt
- b) **ST/2** - Housing provision
- c) **ST/3** - Reusing previously developed land and buildings
- d) **ST/5** - Minor rural centres
- e) **ST/10** - Phasing of housing land
- f) **DP/1** - Sustainable development
- g) **DP/2** - Design of new development
- h) **DP/3** - Development criteria
- i) **DP/4** - Infrastructure and new developments
- j) **DP/5** - Cumulative development
- k) **DP/7** - Development frameworks
- l) **GB/1** - Development in the green belt
- m) **GB/2** - Mitigating the impact of development in the green belt
- n) **ET/8** - Replacement buildings in the countryside
- o) **ET/9** - Farm diversification
- p) **ET/10** - Tourist facilities and visitor accommodation
- q) **SF/4** - Retailing in villages
- r) **SF/9** - Protection of existing recreation areas
- s) **SF/10** - Outdoor play space and new developments
- t) **SF/11** - Open space standards
- u) **NE/4** - Landscape character areas
- v) **NE/11** - Flood risk
- w) **NE/17** - Protecting high quality agricultural land

Cottenham Neighbourhood Development Plan
Pre-submission draft v2.1



South Cambridgeshire District Council – emerging Local Plan

A.5 This sets out a District-level spatial strategy and policies on a range of planning matters, with the following “strategic policies” being of particular relevance and importance to this Neighbourhood Development Plan.

- a) **S/4** - Green Belt
- b) **S/5** - Provision of new jobs and homes
- c) **S/7** - Development frameworks
- d) **S/8** - Rural centres
- e) **CC/4** - Sustainable design and construction
- f) **CC/8** - Sustainable drainage systems
- g) **CC/9** - Managing flood risk
- h) **NH/2** - Protecting and enhancing landscape character
- i) **NH/6** - Green infrastructure
- j) **NH/8** - Mitigating the impact of developing in and adjacent to the Green Belt
- k) **NH/9** - Redevelopment of previously developed sites and infilling in the Green Belt
- l) **NH/10** - Recreation in the Green Belt
- m) **H/7** - Housing density
- n) **H/8** - Housing mix
- o) **H/9** - Affordable housing
- p) **H/10** - Rural exception site affordable housing
- q) **H/13** - Replacement dwellings in the countryside
- r) **H/17** - Working at home
- s) **H/18** - Dwellings to support a rural-based enterprise
- t) **E/3** - Allocations for B1 employment use
- u) **E/4** - Allocations for B1, B2 and B8 employment use
- v) **E/12** - new employment development in villages
- w) **E/13** - new employment development on the edges of villages
- x) **E/14** - Loss of employment land to non-employment uses
- y) **E/16** - Expansion of existing businesses in the countryside
- z) **E/17** - Conversion or replacement of rural buildings for employment
- aa) **E/18** - Farm diversification
- bb) **E/20** - Tourist accommodation
- cc) **SC/4** - Meeting community needs
- dd) **SC/6** - Indoor community facilities
- ee) **SC/7** - Outdoor play space, informal open space and new developments
- ff) **SC/8** - Outdoor open space standards
- gg) **SC/9** – Protection of existing Recreation areas, Allotments and Community orchards
- hh) **SC/11** - Noise pollution
- ii) **SC/13** - Air quality
- jj) **TI/2** - Planning for sustainable travel
- kk) **TI/3** - Parking provision
- ll) **TI/8** - Infrastructure and new developments
- mm) **TI/9** - Education facilities
- nn) **TI/10** – Broadband



Appendix B: Methodology for evidence gathering

Five main layers of evidence gathering have been applied.

1. Initially, over several public events in mid-2015, we consulted on resident priorities using a simple set of nine “development principles” which we invited residents to rank in order of importance. Where quoted, this source will be referred to as: DP1 to DP9.
2. The second stage was a more detailed parish-wide survey based on a N-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. Where quoted, this source will be referred to as: NPSQ1 to NPSQ31.
3. The third stage analysed recent SCDC Planning Officer reports on four speculative planning applications for substantial numbers of residential properties in the parish. Where quoted, these sources will be referred to as:
 - a. “Endurance” SCDC - S/1952/15/OL, or
 - b. “Gladman 1” SCDC - S/1818/15/OL, or
 - c. “Gladman 2” SCDC - S/1411/15/OL, or
 - d. “Persimmon” SCDC S/1606/216/OL, or
 - e. “County Farms” SCDC - S/2876/16/OL.
4. Vision Plan 2014
5. 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.



Appendix C: The Survey & Key Findings

Neighbourhood Plan survey (NP survey)

The Neighbourhood Plan survey was conducted by a specialist market research company, Enventure Research, 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) 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. 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)

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.

217 replies were received (almost 100 of which completed online).

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 are 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%)



Appendix D: Other references (to be checked and links added)

[Building for life 12](#)

Cambridge & South Cambridgeshire indoor sports facility strategy
Cambridgeshire green infrastructure strategy
Cambridgeshire Insight
Cambridgeshire, Kings Lynn & ... Gypsy & traveller Accommodation needs assessment (GTANA)
Cambridge sub-region strategic housing market assessment (SHMA)
Census 2011
Conservation Area SPD
Cottenham Neighbourhood Plan survey 2016
Cottenham Flood Risk
Cottenham Traffic Patterns
Cycle routes
Design Standards for Outdoor Sport & Play
District design guide SPD 2010
Flood zones
Greater Cambridge Greater Peterborough economic assessment Housing needs survey
Greater Cambridge playing pitch strategy
Housing statistical information
Joint strategic needs assessment (JSNA)
Landscape SPD
Listed Buildings SPD
Local transport plan
Long term transport strategy
[Manual for streets 2](#)
Market town transport strategies
NOMIS
Parish plan 2003
Public rights of way
Recreation open space study 2013
Rural living
South Cambridgeshire & Cambridge economic land review (ELR)
South Cambridgeshire & Cambridge flood risk assessment
South Cambridgeshire Community facilities assessment
South Cambridgeshire economic development strategy
South Cambridgeshire housing strategy
South Cambridgeshire Services & Facilities study 2014
South Cambridgeshire Strategic Housing Land availability assessment (SHLAA)
South Cambridgeshire sustainability appraisal scoping report
South Cambridgeshire village capacity study
[Space to park](#)
Transport strategy for Cambridge & South Cambridgeshire
Village design statement 2007 SPD



Appendix E: Summary of consultations

- C.1 regular updates at monthly meetings of Cottenham Parish Council
- C.2 inclusion in the Annual Parish Meetings of 2015, 2016 and 2017
- C.2 regular eMails to the 250+ Neighbourhood Plan ambassadors
- C.3 two surveys:
 - a) Parish-wide survey 2015/6 – 973 responses from a comprehensive parish-wide survey
 - b) Options consultations 2016 – various options and questions to gauge “appetite for change”
 - c) Twelve Questions mini-consultation 2016
- C.4 progress poster reports and discussions at a number of local events
 - a) Fen Edge Family Festival 2015
 - b) Feast Parade 2015
 - c) Survey findings presentations 2016
 - d) Cottenham Festival 2016
 - e) Cottenham Feast Parade 2016
- C.5 Pre-submission consultations
 - a) Public meetings - “call for sites” on major developments 16th and 22nd March 2017
 - b) Annual Parish Meeting 10th May 2017
 - c) Formal pre-submission consultation during May / June 2017



Appendix F: 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.
TS/2	Improve the effectiveness of the traffic-calming measures along the arterial roads and the High Street.

Improving pedestrian safety

TP/1	Introduce a medium-term pavement improvement project throughout the village core from the Cottenham Club to the Community Centre.
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
TP/3	Introduce additional or improved pedestrian crossings, no further apart than 400 metres, and 200 metres within the village core.

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 at Fen Reeves, synchronising with Community bus services
TT/1b	Investigate provision of Community bus services linking Cottenham to e.g. Cambridge North, Ely, Northstowe, Oakington and Waterbeach and providing "dial-a-ride" and/or "scheduled feeder" services linking Cottenham edges to the village core.

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 G: Open Space strategy

Cottenham has a generous amount of open space 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 **Crowlands Moat (...)** will be conserved as an ancient monument and habitat for the established population of Great Crested Newt
 - i. maintain the space and its surrounding ditches in accordance with the agreed plan
 - ii. provide informal dog-walking area and informal recreation facilities
- c) The **Broad Lane Recreation Ground (~1.77 ha)** and neighbouring **Amenity Area** will be developed to:
 - i. provide a mix of recreational opportunities including play areas and informal recreation space
 - ii. create safe dog-walking opportunities
 - iii. create a network of pedestrian and cycle links to the ground from all the main residential areas of the village to reduce reliance on car use
- d) The larger Public Open Spaces on residential estates at **Brenda Gautrey Way (~0.63 ha)**, **Coolidge Gardens (~0.27 ha)**, and **Tenison Manor (~0.33 ha)** will be equipped with informal adult fitness equipment to form a circular exercise route within the village. The spaces on Brenda Gautrey Way and Tenison Manor will also have small equipped “LEAP” play areas for children to supplement the larger area on the King George V Field.
- e) The **Pond**, and other smaller open spaces on **Dunstal Field (~0.17 ha)**, **Franklin Gardens** and **Victory Way (~0.24 ha)** will be conserved mostly to provide open green spaces with some plantings of suitable indigenous trees.
- f) Trustees of the **Cemeteries** will be encouraged to develop them as peaceful Local Green Spaces with new plantings of indigenous trees supplementing the established trees.
- g) **Fen Reeves, Les King Wood and the Tenison Manor** tree belts will be conserved and made more accessible to residents.
- h) The **WARG field (~0.6 ha)** will be conserved as an open space in the south end of the village
- i) The **Landing Stage**, and the **Town Ground** will continue to be leased to local businesses.



Appendix H: 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) 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 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 I: Glossary

Term	Explanation
CIHT	Chartered Institute of Highways & Transport – usually as source of 800 metres being within easy walking distance for able-bodied adults.
CIL	Community Infrastructure Levy, introduced by the Planning Act 2008 to replace the Section 106 “payment by category” obligations
Fields in Trust	Successor to the National Playing Fields Association and King George V Fields.
MUGA	Multi-Use Games Area – typically an enclosed floodlit hard court marked out for basketball, 5-a-side football and netball.
NP survey	A parish-wide survey of all residences within Cottenham; there were 973 responses.
S106	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.
S/1952/15/OL.xxx	Case Officer report to SCDC Planning Committee; .xxx refers to specific paragraph.
S/1818/15/OL.xxx	Case Officer report to SCDC Planning Committee; .xxx refers to specific paragraph.
S/1411/16/OL.xxx	Case Officer report to SCDC Planning Committee; .xxx refers to specific paragraph.
S/1606/16/OL.xxx	Case Officer report to SCDC Planning Committee; .xxx refers to specific paragraph.
S/2876/16/OL.xxx	Case Officer report to SCDC Planning Committee; .xxx refers to specific paragraph.
SHLAA	Strategic Housing Land Availability Assessment – an exercise in which land offered for possible development by landowners is appraised and prioritised.
Village core	The High Street from the Cottenham Club to the Cottenham Community Centre.
VDS	Village Design Statement - a Supplementary Planning Document (SPD) intended to provide additional guidance in planning decisions affecting Cottenham.