

CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

Council Meeting 7th March 2023

Town Clerks Report

Below is a short update on activities since the 7th February 2023. Some elements are covered by separate agenda items.

1. Following the Full Council meeting where the Planning application for the Business Park was considered a response was made on behalf of the Town Council (Copy attached).
2. Correspondence with the Contractor and Tennis Club regarding the Tennis Clubhouse project and works on site including fencing.
3. Conversations with Andrew Cole Vine Technical regarding the completion of the cycle path between Beaufort Road and Gladiator Way.
4. Further discussions with Reece Horne, Adoptions Manager, Taylor Wimpey East Anglia and Mills and Reeve (the Councils solicitors) regarding their last areas in Upper Cambourne.
5. Meeting with Claire Coates and County Cllr Mark Howell at Cambourne Village College regarding access to the Village College.
6. Discussions with Simon Manville, Cambs County Council. regarding the Privately Funded Highway Initiative implementation of the 20mph speed limit in Cambourne. This is covered by Agenda Item 14 Traffic Matters and Road Safety.
7. Cambourne 10k meeting with the race organisers and Jessica Lydon regarding preparation for the 2023 race to be held on the 2nd April 2023
8. Meeting with a contractor regarding the Hub. Details of the meeting was reported to the Leisure and Amenities Committee.
9. Meeting with resident regarding the location of a memorial seat. This is to be sited to the north of Lake Sirius and consent has been given by Randall Thorpe.
10. Visits to Cambourne Soul related to making good defects.
11. Visit by Matthew Ponder Estate Compliance Manager for the Joint Cadet Units to discuss the compliance of the building for cadet use.
12. Meeting of Cambourne Safety Partnership subjects discussed included.
 - a. Bike lights and maintenance, which was run from Cambourne Soul.
 - b. Benches at the Bus stops outside Monkfield School.
 - c. Concern over the Pharmacy and looking at interim solutions.
 - d. Coronation
 - e. S106 West Cambourne and County Council elements.

f. County Lines and parent briefings.

13. Meeting with a contractor regarding the resurfacing of the MUGA.

14. Meeting with Bryn Maidman, Managing Director Taylor Wimpey East Anglia, James Shuttleworth, Managing Director Vistry Milton Keynes. District Councillor Stephen Drew, a resident, Victoria Southern, Vistry, Andrew Wright Taylor Wimpey and Mark Chapman Taylor Wimpey regarding access to the schools and the facilities in Cambourne. The Town Clerk will outline the draft proposal at the meeting.

It is

RECOMMENDED that the report be received.



CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

10th February 2023

Mike Huntington
Greater Cambridge Planning Service
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Dear Mike,

Cambourne Town Council - Objection to Planning Application ref. 23/00123/FUL

At Cambourne Town Council's meeting held on the 7th February 2023 after consideration of the documents regarding the application, consultee responses and other correspondence it was agreed to **object** to the above planning application. Cambourne Town Council's has raised a number of objections to the proposal. The Town Council agreed to incorporate elements of other objections where it supported the Town Council's position.

Two of the main objections are based on the fact that the proposed development does not include any employment uses on land within the Cambourne West allocation nor an all-vehicular access through the Business Park. The proposed development conflicts with policies SS/8 (Cambourne West) and HQ/1 (Design) of the Local Plan. These conflicts carry significant weight in the planning balance.

Prior to the applicant acquiring the site Cambourne Town Council had pre-application meetings regarding a scheme that was being developed by U+I (and its predecessor Cambourne Business Park) for 220 dwellings and employment uses (50,000sqft incorporating 30,000sqft of small 'starter units'). The employment uses were proposed on the Enterprise Zone that included part of the land south of the Business Park access road. The application that was approved for Cambourne West (S/2903/14/OL) aligned with the U+I proposals by being designed to facilitate an all-vehicular access through the Business Park.

1. Employment uses.

Unlike the U+I scheme, the proposed development does not include any employment uses on land south of the Business Park access road. This is contrary to policy SS/8(7), which states:

'Land south of the Business Park access road will be developed primarily for residential uses, and will include provision of a segregated cycle and pedestrian path linking to Cambourne Village College along the southern boundary, enhancing the existing footpaths and bridleways. It will only come forward once replacement employment land in criterion 7 is secured;' (emphasis added)

The policy wording includes a typographical error and should in fact refer to criterion 8, which requires the provision of an equivalent quantity of employment land to that lost on the Business Park (8.1ha primarily in Use Class B1) to be delivered within the policy SS/8 allocation area. Cambourne West includes 6.25ha of the 8.1ha of employment land (former Use Class B1) required by policy SS/8(8). The applicant's Planning Statement states that other uses secured at Cambourne West (former Use Classes A1-A3, B1 and parts of D1 and D2) now fall within Class E. Consequently, they conclude that Cambourne West will deliver up to 8.59 hectares of equivalent employment land. This conclusion ignores the fact that policy SS/8 was adopted before the aforementioned use classes were amalgamated into Class E. Therefore, the policy can only be interpreted as requiring 8.1ha of employment land in addition to the retail, community and leisure uses that are also required. As the full 8.1ha of employment land was not secured through the Cambourne West application, the failure of the land south of the Business Park road to provide any employment uses conflicts with policy SS/8(7).

The applicant states that the development complies with policy SS/8(7) as it would be 'primarily for residential uses'. This statement is based on proposals to convert the Marketing Suite to a café. Policy SS/8 relates only to land within the Cambourne West allocation. As the Marketing Suite is north of the Business Park road, it falls outside of the policy SS/8 area. Therefore, the proposal south of the road does not comprise a mixed-use development as policy SS/8(7) requires. The land within the policy SS/8 area is entirely for residential uses rather than 'primarily for residential uses'. The applicant is ignoring the policy requirement to deliver the balance of employment land that will not be delivered at Cambourne West, and that the site can only come forward once replacement employment land is secured. Therefore, the proposed development conflicts with policy SS/8(7).

2. Business Park Access Road

There are only limited opportunities to physically integrate Cambourne West with Cambourne. Accordingly, the allocation of the Business Park land 'primarily for residential uses' was necessary to enable this integration. A key part of this integration is achieved by policy SS/8(12(g)), which requires:

'Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass and Sheepfold Lane'

The supporting text (Paragraph 3.53) of policy SS/8 confirms that the Business Park access must include all mode car, bus, pedestrian and cycle access. The failure to provide this all-vehicular access as part of the proposed development conflicts with policy SS/8(12(g)). The applicant argues that an all-vehicular access would result in congestion around the secondary school and encourage rat running. The Town Council believes that congestion around the school could be addressed by better travel planning measures and greater pedestrian and cycle links through to Cambourne West, which the proposed development would deliver. Based on the applicant's Transport Statement (Table 5.7. Percentage Route Distribution of Proposed Development Trips), only 6.8% of residents, those travelling to Broad Street (5.5%) and Back Lane (1.3%), would be likely to use an access through the Business Park to get to their workplaces. Indeed, the design of the road would discourage rat running and both these destinations are within walking and cycling distance of Cambourne West. Therefore, the number of residents who would use an access through the Business Park to get to their workplaces is likely to be very low, especially as for all other routes Sheepfold Lane and the Caxton Bypass access would be faster and more convenient. The applicant's arguments why an all-

vehicular access cannot be provided do not justify the conflict with policy SS/8(12(g)).

The supporting text of policy HQ/1 Paragraph 5.8 highlights the importance of masterplans and Design Codes for larger developments. This importance is recognised by policy SS/8(2), which requires:

'Development taking place in accordance with a Masterplan to be submitted for approval by the Local Planning Authority as part of the first application for planning permission. The Masterplan will set out the principles of good design and be supplemented by a Design and Access Statement. Design Guides / Design Codes for the development will be prepared as part of applications for the grant of approval for reserved matters. The Masterplan will demonstrate how the development will integrate with the rest of Cambourne, the Business Park and with Cambourne Village College.' (emphasis added)

Masterplanning of the Cambourne West proposals was achieved through a series of approved Parameter Plans, including the Access and Movement Plan, which was updated, at the request of SCDC, to include a primary road link through to the Business Park in compliance with policy SS/8(2). The masterplan for the Business Park land must also comply with policy SS/8(2) and demonstrate how the proposals accord with the established masterplanning principles for the area and how the development will integrate with the rest of Cambourne, the Business Park and with Cambourne Village College. In accordance with criterion 12(g), this integration must include an all-vehicular access through the Business Park. The failure of the submitted masterplan to demonstrate integration by way of an all-vehicular access conflicts with policy SS/8(2).

Policy HQ/1(j) requires developments to provide a harmonious integrated mix of uses that contributes to the creation of inclusive communities. The land south of the Business Park access road is the vital connection that will bring Cambourne and Cambourne West together both through the provision of an all-vehicular access and it being developed with a mix of residential and employment uses. None of the existing Cambourne villages have a cul-de-sac development of this scale. In fact, a key design theme of Cambourne has always been interconnectivity between the villages. The failure to respond to this local character and context, and to ensure safe and suitable access for all users and abilities conflicts policy HQ/1 (c, f, g).

The applicant seeks to maximise the development potential of the site by ignoring the conflicts with policies SS/8 and HQ/1 highlighted in this letter.

The Town Council would also support the objection raised by Cambourne Village College in relation to the Business Park

"The Governors of Cambourne Village College object to this plan because it does not include a through-road for traffic from Cambourne to West Cambourne. Building a short stretch of all-vehicle road from the Council offices onto Sheepfold Lane would solve all the problems created by the current plans to divert the existing school access through the residential roads of West Cambourne. We anticipate the new route will cause long delays, serious congestion and pollution in the neighbourhood at peak times.

The planning application for the SCIP housing estate puts great emphasis on its environmental credentials and 'connectivity'. However, it misses a very simple opportunity to improve traffic flow and reduce CO2 emissions on the schools' access route. To demonstrate this: our in-house traffic survey recorded 1215 vehicles visiting the schools' campus on a mainly dry Wednesday in February 22. From the Business

Park roundabout, these journeys are estimated to have produced 430,402 grams-per-mile total of CO2. This is 25% higher than would have been produced if the Business Park link had been open. When our current access is changed to the longer route through West Cambourne, it's estimated that the CO2 emissions for journeys to our schools will be 66% higher than via the Business Park link route. This figure will be even greater if a one-way system through the school site is introduced to manage the traffic flow, and it takes no account of the expected rise in school numbers as the secondary school expands.

By making the school more difficult for traffic to access, many drivers will choose to drop their children off in Swansley Lane, instead of using the main school car-park. Residents of Swansley Lane already complain regularly to the school about the inconvenience to local residents created by this traffic. Most importantly, cars dropping off pupils here create a significant hazard for the hundreds of pupils who cycle to school along Swansley Lane, where the authorities have failed to provide a full cycle path in the 9.5 years since the school has been open.

To upgrade the current Business Park Road for heavier traffic use would clearly be expensive. However, for the clear environmental and efficiency reasons stated here, we would suggest that this is an appropriate and important investment in all our futures and in the community of Cambourne. We appeal to the SCIP to include a full access road to West Cambourne in their development plans.”

If there is just a bus, pedestrian or cycle path installed parents will use the Business Park access road as a drop off point instead of Swansley Lane and the main car park as it will be easier to access than the other two options mitigating any CO2 saving and causing congestion.

Additional comments by the village collage that the Town Council consider pertinent.

Building a short stretch of all-vehicle road from the Council offices onto Sheepfold Lane would solve all the problems created by the current plans to divert the existing school access through the residential roads of West Cambourne. We anticipate the new route will cause long delays and serious congestion at peak times.

The provision of an all vehicle access through the Business Park would help reduce the CO2 emissions (Appendix A), provide a safer route onto Cambourne Road as well as improving the integration of the residents from West Cambourne. Until after the 1000dwelling The Hub Community Centre is the main Community building for West Cambourne.

3. Design

The Town Council has raised the following issues with the design of the proposal:

1. The Town Council require the applicant to take into account full access for disabled people - in particular, all areas and surfaces to be wheelchair accessible and toilets on the ground floor of the houses be designed to avoid the sanitary ware (hand basins) impeding wheelchair access. Consideration should also be given to the play areas having accessible equipment.
2. Small Gardens to parcels A, B C and L predominantly. The application majors on the environmental credentials so the dwellings should have larger gardens rather than the minimum especially as they are family homes.
3. The large hard surface courts in F, G, H and I are dead spaces needing softening by use of landscaping otherwise they will be car dominated spaces and not inviting spaces to live.

4. Flats in parcels L and K have no amenity space other than their balconies adjacent to the dwellings.
5. The pedestrian access route between parcels K & L and H & I are via shared surface drives with no delineation of a safe route for pedestrians using the route out of the development. This could cause conflict between pedestrians and vehicles.
6. There is a lack of variation to the roof line on the dwellings parallel to the Business Park access road.
7. Poor design of dormers bulky and top heavy throughout the proposal.
8. Concern about safety/security of the rear access roads serving the dwellings in parcels A, B and C, giving access to parking at the rear of dwellings to these parcels. This will provide dead spaces that will have limited movement and will give rise to security issues as there is not an active frontage. Where rear parking has been provided elsewhere in Cambourne it encourages on street parking to the front of the dwellings causing traffic issues.
9. The parking for properties g15 and 16 are sited well away from the dwellings via fenced passages.
10. The Town Council would request that it is consulted on the detail of the play areas prior to submission.
11. When calculating the size off play areas, the minimum distance from adjoining properties should be taken into account to minimize impact on adjoining dwellings.
12. All planting around play areas should have plants without points/prickles for safe play.
13. Access to spaces between site boundary and dwelling boundaries for tree and plant maintenance.
14. The development is based on 2.42 people/dwelling. West Cambourne and the 950 were based on 2.76 people/dwelling. The new development should match this especially when calculating the Open Space and Play requirements. This is important as with 40% affordable housing the number of people/dwelling tends to be higher historically. It is essential that the maximum space is provided not the minimum. The Covid 19 pandemic highlighted the benefit of the open space in Cambourne. The new development should not dilute this.
15. The Café is a commercial venture so does not count as community space provision.
16. The main square will need an electric supply for venders to avoid the use of generators.
17. Orchard provision indicated on site is only a token gesture towards allotments and orchard. Allotments or contributions to provision should be made.

4. Affordability/Marketability of Dwellings.

Cambourne Town Council raised concern that having a private road serving the Business Park and 256 dwellings would necessitate a substantial ongoing maintenance cost for the new residents. Affordable rents are already high, but having to add the maintenance charge for the private road would potentially make them unaffordable. The maintenance charge could also make the sale of the market housing unattractive due to similar properties being available locally with no maintenance charge.

Cambourne Town Council actively works with developers to design out the requirement for management companies, so residents are not double charged for living in Cambourne.

5. Surface Water Drainage and Flood Risk.

The Town Council is concerned at the proposed drainage attenuation in crates under the road that will discharge into the adopted sewer. The Council would object to this

based on the principle of having buried drainage infrastructure. Open SuDS should be provided as part of the green infrastructure strategy as has been the approach in the rest of Cambourne.

Cambourne Town Council shares the concerns raised in the comments from Lead Local Flood Authority (LLFA) submitted by Cambridgeshire County Council, but is concerned about the suggestion of connecting to the Greenway shallow drain to the south of the development.

Cambourne has been designed with a sustainable drainage system that works effectively in reducing the flood risk on Bourn Brook and after fine tuning works well. All additional drainage systems should be carefully designed to minimise impact on the existing system. The shallow drain on the Greenway that is being proposed to connect into already causes some issues with overflowing and making the footpath/bridleway impassable in periods of heavy rain. Additional flow into the drain could exacerbate this situation and could affect nearby houses.

If open attenuation is provided this should not be shared with the play/amenity space as this reduces the accessibility of the play area during any wet periods and mitigates the provision

6. Environmental.

The Town council is eager to ensure the Biodiversity in Cambourne is enhanced by new developments and therefore support the comments raised by Daniel Weaver. "Biodiversity Net Gain – the submitted report provides details of a 4.2 habitat unit loss that cannot be provided on site; therefore, the report has recommended an offsite solution with several different scenarios which would provide the 20% biodiversity net gain aspiration. Currently there is no single developed strategy to provide the necessary units offsite, with no potential donor site identified nor any parameters provided for its acquisition. As a fallback, the report has recommended that suitable units are purchased from a Habitat Bank provider. Any offsite provision will have to be secured through a Section 106 Agreement; therefore, confirmation of the preferred strategy should be clarified at the earliest opportunity. The LPA has produced an interim guidance document adopted by South Cambridgeshire District Council and available on the website for such situation. The LAP should require confirmation of the strategy prior to determination."

Cambourne Town Council would be willing to continue to work with the applicant on ensuring any offsite provision can be provided in Cambourne so the residents of the development can benefit from the works rather than another community. The Council would object to any mitigation provision that is not in Cambourne.

Cambourne Town Council as noted that Cambridge Past Present and Future would like to offer biodiversity credits at Coton Countryside Reserve, The Town Council would not be minded to support this as it would have a carbon impact due to the requirement of residents to travel to benefit from the Biodiversity net gain.

The Town Council requests that it be consulted on the Biodiversity Net Gain strategy.

7. Infrastructure s106.

Cambourne Town Council has gained a lot of experience working with the District Councils and Developers around developing facilities and provisions to improve the infrastructure to make developments in Cambourne sustainable and help build a healthy and cohesive Community. The Town Council would propose contributions for the following infrastructure to provide new or enhanced facilities for the new residents:

1. Sport: indoor,
2. Sport Outdoor,

3. Formal Play for over 14's,
4. Youth Facilities contribution,
5. Community Space,
6. Public Art, (note the Town Council is using s106 funding to encourage participation in art rather than dedicated art installations as it feels this will give a longer lasting legacy. The s106 agreements for West Cambourne and the 950 additional dwellings recognised this).
7. Community Chest,
8. Archaeological (this is for displays),
9. Dog Waste and Litter bins,
10. Community Development/Youth Work,
11. Welcome Pack.

The following were provided as part of the infrastructure on the Cambourne Developments so would need contribution for of site provision:

1. Burial Ground,
2. Allotments.
3. Outdoor Sport (0.95ha)

Therefore, the Council has reviewed past s106 agreements for developments in Cambourne and have drawn up a table of elements considered necessary to develop a sustainable, integrated and healthy community without over stretching existing provisions, this equates to £4,500.00/dwelling as at August 2022 for items in the list above, but excluding the Burial, Allotments, Outdoor sport land provision and Biodiversity Net Gain contributions. (Appendix B)

Yours sincerely



John Vickery Cambourne Town Clerk

*Please address any reply to John Vickery, Town Clerk, Cambourne Town Council Offices, The Hub, Cambourne Community Centre, High Street, Great Cambourne, Cambourne. CB23 6GW.
Tel 01954 714403 E-Mail clerk@cambourneparishcouncil.gov.uk*

**CO2 Emissions for access routes to Cambourne Village College
Temporary School Access**

Unfortunately we still have had no response from CCC? Please can you advise whom I should be getting a response from so I can chase directly? I believe we first made the request on 31st October 2022 which I know you swiftly forwarded to colleagues. My concern is that this will delay us being able to offer a better temporary solution to the congestion at the school access as discussed in our meeting.

Current / Future Access (Emissions and Options)

On a more positive note, at our meeting I did offer to provide you with some data on the emissions of the cars dependant on the permanent access to the school, either through the Taylor Wimpey Homes or [as planned] directly through a new road via the business park.

Attached are some coloured plans that may be useful and moreover they contain the cumulative CO2 emissions based on 1215 vehicular movements and data available online.

Please do let me know if these are of some assistance in challenging SCDC's Sustainability Argument for not bringing forward the link road past the business park. It's my understanding that South Cambs are suggesting the road will not be installed in the name of sustainability, but as you can see, by not including it, it will increase the amount of CO2 based on the data shown.

- Current Access Arrangements = 0.43 tonnes of carbon per day
- Planning Approved Access = 0.54 tonnes of carbon per day
- Potential Access via link road = 0.32 tonnes of carbon per day

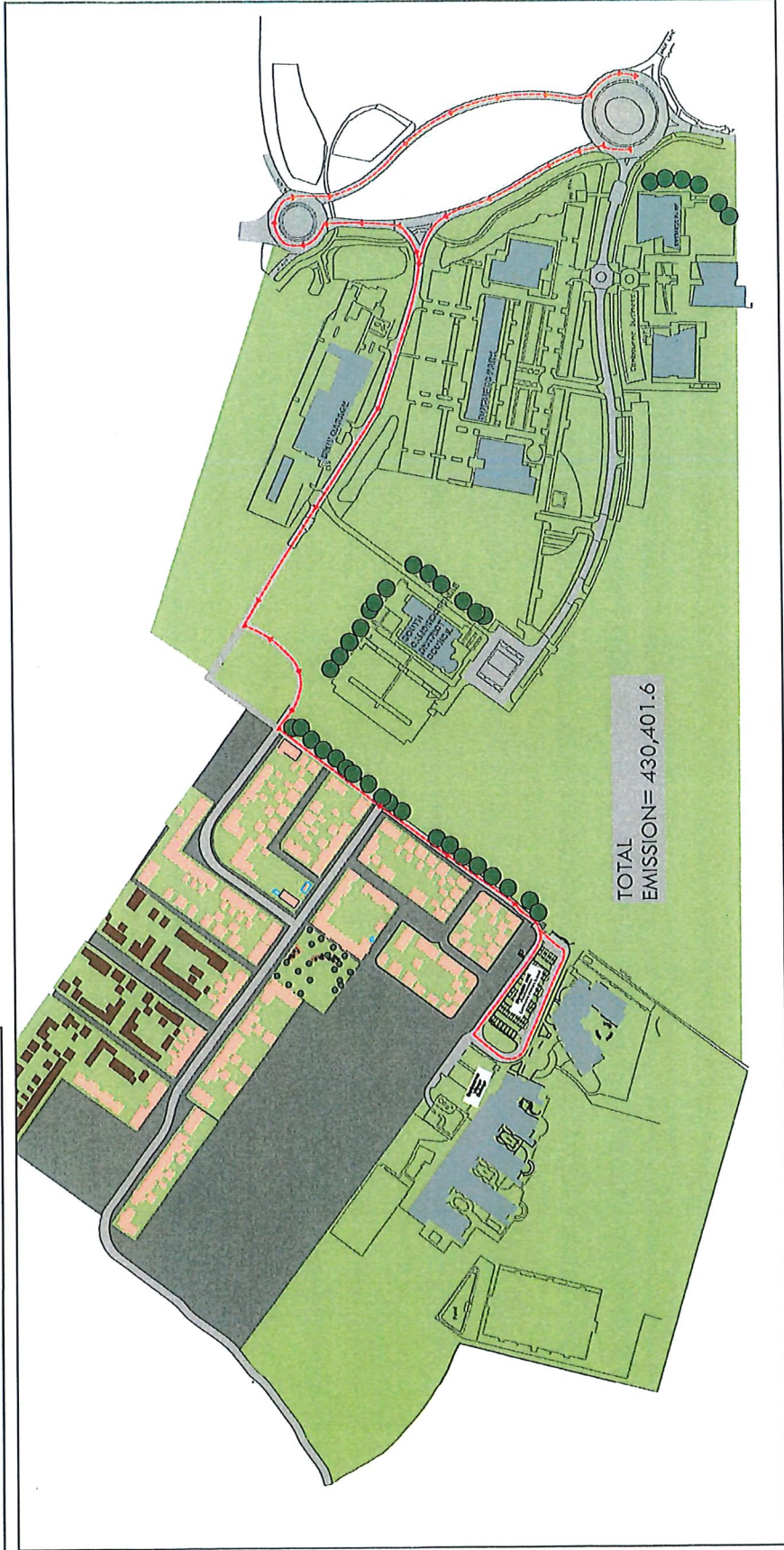
Temporary School Access

Line Of Travel - Entrance/Exit Route

The information for the following plans have been based on the average CO2 emissions from cars through 2020. This is based on grams per mile and is on NimbleFins UK average. The link below will direct you to where the information has been gathered.

Link:
<https://www.nimblefins.co.uk/average-co2-emissions-car-uk#nogo>

Based on 1215 cars travelling from 07.30-20.15h: CO2 Emissions grams per mile total: 430,401.6



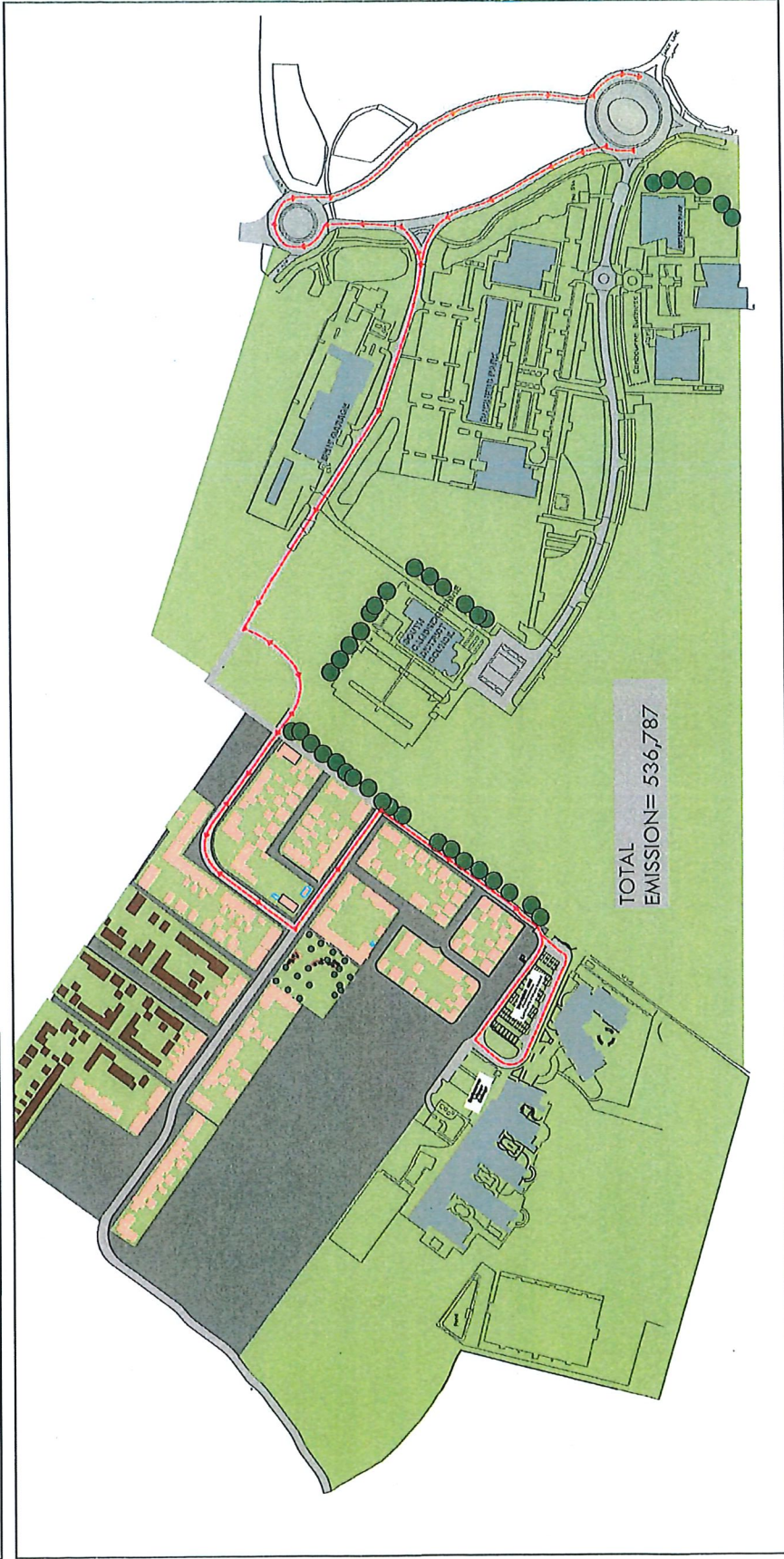
Proposed School Access

Line Of Travel - Entrance/Exit Route

The information for the following plans have been based on the average CO2 emissions from cars through 2020. This is based on grams per mile and is on NimbleFins UK average. The link below will direct you to where the information has been gathered.

Link:
<https://www.nimblefins.co.uk/average-co2-emissions-car-uk#nogo>

Based on 1215 cars travelling from 07.30-20.15h: CO2 Emissions grams per mile total: 536,787



Business Park Access

Line Of Travel - Entrance/Exit Route

The information for the following plans have been based on the average CO2 emissions from cars through 2020. This is based on grams per mile and is on NimbleFins UK average. The link below will direct you to where the information has been gathered.

Link:
<https://www.nimblefins.co.uk/average-co2-emissions-car-uk#nogo>

Based on 1215 cars travelling from 07.30-20.15h: CO2 Emissions grams per mile total:322,801.2

