



CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

5th July 2023

Aaron Coe
Greater Cambridge Planning Service
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Dear Aaron,

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

At Cambourne Town Council's Planning Committee meeting held on the 4th July 2023 the recent amended drawings were given due consideration it was agreed to reaffirm the Council's **objection** to the above planning application.

Cambourne Town Council's considers that a number of objections in the original letter dated the 10th February 2023 (copy attached) have not been satisfactorily resolved in the amended drawings and documents and stands by these objections and would add the following to the objection.

The Town Council is concerned that even though this will be a flagship development on the doorstep of the District Councils office, it is not being used to set a high standard in design and place making. The applications amended/additional supporting documents and drawings are seeking to avoid the provision of key infrastructure including transport. This will set a poor precedent when the District Council is trying to get other developers to put the correct infrastructure in place to build new communities.

The Town Council would request that the applicant takes into account the initial occupancy rates for dwellings in Cambourne as it is essential the correct figures are used when establishing the requirements based on occupancy rates. The higher affordable housing will mean a high occupancy rate.

The Town Council considers that there is a greater need for the level of contributions as the average number of people per house has increased to 2.82/dwelling (this is an average for all housing not selected types as in the applicants D&A page 110) in the 2021 census compared to the 2.77 in the 2011 census. The district average has also increased to 2.45 which is below the Cambourne average. This will put a greater strain on the infrastructure. The Applicant has only allowed for 2.31/dwelling and 2.4/dwelling for children's play areas. These are well below the Cambourne figures required for West Cambourne and the 950 additional dwellings let alone the emerging census figures.

The Council would add to the previous letter the following points as a result of the amendments/additional information.

1. Employment Uses.

The Carter Jonas letter dated 7th June 2023 states that all the employment land was provided with in West Cambourne. This is contrary to the Planning case officers report dated 11th January 2017 to the Planning Committee when Cambourne West was considered. The report does state that the majority of the employment land will be provided in West Cambourne, but it goes on to say an element will be provided as part of the then U&I development which was within the Enterprise Zone. and the Local Plan was adopted in September 2018 so SS/8 could not be retrospectively implemented.

Extracts from the Planning Committee report

205. Land Uses – Employment

*205. Draft Local Plan Policy SS/8/ requires that the 8.1ha of employment land that would be lost as a result of the development of the vacant sites on the business park is re-sited into Cambourne West. The amended proposals increased the amount of employment land to 5 to 7 ha. The proposed employment areas would deliver approximately 30,625m² GIA of employment floorspace. **Any development of the vacant land on the business park would also include some employment provision.** The proposed employment land on Cambourne West would be a significant contribution towards the quantity of Use Class B1 employment land that would be lost on the business park if the proposals for a mixed use residential scheme are progress for the vacant land to the south of the business park road.*

217. Land Uses - completing Cambourne

220. As discussed later on in this report there are complications with delivering the vacant business park sites and an application for residential (approximately 240 homes) and small commercial units is expected sometime in 2017. The land within the business park has been designated as an Enterprise Zone, which should facilitate development of business units as part of a mixed-use development when one comes forward. The masterplan still allows the potential for land south of the business park access road to be developed primarily for residential uses, and to accommodate links to Cambourne Village College. The timing of development means that the development of the business park land is likely to come after the early phases of the applicant's site. This is broadly in accordance with the aims of the sixth criterion of draft policy SS/8.

The Policy SS/8 does state:

*7. 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;*

8. An equivalent quantity of employment land to that lost on the Business Park (8.1ha. in June 2013) will be delivered in the northern part of the Cambourne West site rather than its current location. In order to be compatible with residential development this will primarily be in Use Class B1, although other suitable employment uses will be included to provide a mix of employment opportunities, including smaller units.

However, the explanation of the policy does state:

3.53 A key issue is the integration of the fourth linked village with the rest of Cambourne. The original Masterplan creates some challenges for integrating additional development and a requirement of the proposed Cambourne West development is that it includes all mode car, bus, pedestrian and cycle access to the village via a remodelling of the Business Park access road, as well as from Sheepfold Lane and the Caxton Bypass. With the new village and the access through the Business Park, **there is potential to** relocate the remaining employment land on the Business Park onto the northern part of the new village and replace it with residential development that will help link and integrate the new village with the rest of Cambourne. The relocation of the employment land provides an opportunity for a more flexible range of employment uses to serve Cambourne as a whole, including small units.

Therefore, the proposal for residential only means there will be a deficit in employment land provision which affects the sustainability of the development meaning the reliance on employment outside of Cambourne. Please note the approval for West Cambourne (January 2017) was prior to the Local Plan adoption (September 2018). The development of the Business Park can only be brought forward once replacement employment land has been identified.

From above the areas for the Employment Land are as follows:

Employment land lost	8.1ha
Employment land	5-7ha
Replacement employment land required	3.1-1.1ha

2. Business Park Access Road

The Applicant relies heavily on SS/8 to defend the loss of the Employment Land, but then ignores it in relation to the Access Road provision. This is an inconsistent approach.

As stated in 3.53 above states an all mode Car, Bus etc should be provided by a remodelling of the Business Park access road, as well as from Sheepfold Lane and Caxton bypass.

The report provided by the SCDC case officer for the Planning Committee strongly supports the Business Park access roads provision. Extracts from the report 11th January 2023 with key points highlighted in red.

Highways

- Highways and pedestrian safety;
- Impact upon the A428, A1303 and Caxton Gibbet roundabout of increased traffic with other housing sites at Papworth and St Neots;
- Inaccuracies in the transport modelling for the local plan and uncertainty around the timing of City Deal;
- Access needed to Caxton Gibbet eateries;
- **A third road access is needed out of the development;**
- Access needed for vehicles onto the Broadway;
- Public transport improvements needed to Cambridge, which needs to be affordable as well as a service to St Neots;
- Safe pedestrian and cycle routes to Cambridge and villages needed;
- The A428 needs dualling before any more development; and
- Increased rat running through surrounding villages.

190. Design Enabling Panel (DEP)

191. Prior to the submission of the application the masterplan was considered by the design Enabling Panel on 6th November 2014. The design narrative and evolution of the earlier master plan phases is convincing. The panel strongly supported the inclusion of the North-west corner of the site up to the Caxton Gibbet roundabout and welcomed a clear and convincing explanation of the design evolution for a site with few constraints but therefore little to latch onto. Below are a number of the comments made by the panel. The full report is included in appendix 4.

- *Opportunities for links between Cambourne West and Cambourne Village and the Cambourne Business Park should be encouraged.*
- *Opportunities to enhance the character of these areas with appropriate hedges or walled enclosure, so that they are not seen as untidy intrusions, should be part of design guidance 17*
- *A journey through the site with a number of incidents along the way characterizes a landscape led structure.*
- *The option of a direct link from the Cambourne Business Park and Council offices would be a great improvement to the access arrangements.*

178. *The extension of Cambourne to the west has the potential to address some of the problems with the existing layout of Cambourne. Presently the business park is a cul-de-sac development and the council's offices are isolated at the end of it. As a result of Cambourne West the business park, with an access through it, would play more of a role in the settlement and the proposals for the vacant land would include a mix of commercial and residential uses to ensure that there is activity throughout the day rather than being a sterile lifeless place in the evenings as it is now. The council's offices attract large numbers of trips by staff and visitors. By providing access to the local centre at Cambourne West and public transport routes through the business park a hub of activity and uses would be created that would compliment, but not compete with, the centre of Cambourne.*

194. *It has been suggested that the development would not have a central 'heart' in the same way the existing villages do with their central greens. Although the green spine would allow for central open spaces to be delivered along its route, the 'active' heart of the development would be the educational campus/public open space to the north. By having the school sites focusing on a public square, with community and retail uses in close proximity, it would create a vibrant centre for Cambourne West. The connections through to the business park, where the Council's offices attract large numbers of visitors, means that the whole area would become more vibrant and be able to support cafes and other uses. The development of the vacant business park land would add to this vibrancy if a mix of small scale employment and residential uses are delivered.*

250. Access and Movement – Sheepfold Lane access

251. *The vehicular movement through the site is defined by the main access points via Sheepfold Lane and the relocated Caxton Bypass roundabout.*

252. *The third vehicular access into the north-western employment area would not allow full vehicular access to the rest of the site. Although the parish council has requested that the employment site has a full vehicular access into the site this was not supported by Highways England, who had concerns about the potential impact on the capacity of the Caxton Gibbet roundabout if residential traffic used this access. However, there would be pedestrian and cycle links between the*

employment site and the adjacent residential areas, which would provide a safe route for pedestrians and cyclists, some of whom presently use the A1198 and the A428 to access the units at Caxton Gibbet.

253. The original submission included a reconfiguration of Cambourne Road (the main entrance into Cambourne) to create a gyratory system to enable a more direct access to Sheepfold Lane. Concern was raised about this proposed access arrangements by the County Council which requested that additional modelling work be carried out to demonstrate that the works were necessary and that the junction was appropriately designed to take the proposed volumes of traffic. Officers also raised concerns about whether the gyratory system would be sound planning as it would further reinforce the dominance of vehicular traffic and represent a significant barrier to the movement of pedestrians and cyclists. The gyratory system would also have resulted in Cambourne West residents having to drive northwards out of Cambourne to the A428 roundabouts before heading back southwards to access the centre of Cambourne.

254. The additional modelling that was carried out it demonstrated that the gyratory system is not necessary on highway capacity grounds and as such the most recent amended plans have omitted it from the details for changes to the Sheepfold Lane junction. Notwithstanding this, the proposals would still result in Cambourne West residents having to drive northwards and then back along Cambourne Road to access services and facilities in Great Cambourne. However, this arrangement has some positive aspects since it would encourage more residents to walk and cycle, as the routes would be more direct, though this would not be appropriate for all residents, especially those with mobility problems or combining trips. Greater vehicular connectivity by way of an access through the business park would compliment the connections to Cambourne proposed by the applicant and would provide a more direct vehicular connection to central Cambourne. It would also add greater vitality to the business park through being used on a 24 hour basis.

255. Part of the amendments to the masterplan included a spur in the Access and Circulation Parameter Plan to the east of the secondary school to demonstrate how a link through to the business park will be accommodated. The exact connection with the business park would require further detailed work as there is a pond nearby containing great crested newts. However, there is flexibility in any plans for the development of the business park and the Cambourne West masterplan to ensure that a route through could be delivered by either relocating or bypassing the pond.

256. Access and Movement – Cambourne Business Park access

257. Draft policy SS/8 requires an access to Cambourne West to be via an enhanced route through the business park, as well as accesses from the Caxton Bypass and Sheepfold Lane. From the time of early pre-application discussions officers have consistently encouraged the applicant to deliver a full vehicular access through the business park.

258. Although MCA and one of the Cambourne West land owners are part owners of the business park it is managed by a company called U+I (formally Development Securities). Pre-application discussions have been held with U+I about an application for small business units and approximately 240 residential units on the vacant land to the south of the business park road. No application has yet been submitted as U+I have been reviewing the legal implications of varying the use of the business park since a number of the buildings on the park have been sold to third parties. This review has largely been completed and pre-application discussions are expected to recommence in 2017.

259. *The same complications delaying the submission of an application for the business park land, have also prevented the inclusion of an enhanced vehicular route through the business park to Cambourne West. Both U+I and MCA are committed to delivering an access through the business park. However, the fact that MCA could not deliver an all vehicular access without the use of land under the control of a third party is why it has not been included as part of the application site. Should the Council seek to require an access through the business park by way of a condition or S106 obligation then the applicant has stated that it would delay the delivery of the site, due to the length of time taken to get a legal agreement in place. Moreover, they also fear that such a requirement could result in a ransom situation between the landowners, potentially putting the delivery of the whole site in jeopardy. A ransom situation could also result in increased development costs that would further impact upon the viability of the scheme and the level of affordable housing that it could deliver. The timing of the delivery of the site carries weight in light of the five-year supply deficit, especially as there are no guarantees that the applicant could deliver the site if the council requires an access through the business park. This would be relevant for both the draft allocation site and the larger application site.*

260. *Although this application has to be considered in the context of it not delivering an access through the business park the masterplan has been designed to accommodate such an access. **The Council has longstanding relationships with both MCA and U+I, who both recognise the importance of this route, and officers are confident that an access is deliverable.** Should this application be approved then the drafting of the S106 is likely to take several months to complete. Following that there would be the submission of detailed applications for infrastructure works and then residential, following the design code process. Therefore, it is likely to be several years before there are any significant numbers of residents on Cambourne West. Money has been identified in the viability model for further highway improvement works to bring the business park road up to an adoptable standard and this can be secured by the S106 to ensure that any dispute about who pays the cost of the works does not impede the delivery of the route. **The applicant has drawn up plans for alternations to the business park road to bring it up to adoptable standards and once the outstanding legal issues have been resolved these are expected to be submitted as a stand alone application. Walking and cycling links through the business park would be delivered as part of any vehicular connection. This would mean greater permeability between Cambourne and Cambourne West for pedestrians and cyclists.***

262. *Although an enhanced route through the business park is a requirement of draft policy SS/8 the proposed level of connectivity between Cambourne and Cambourne West is considered acceptable without that route. **One of the purposes of requiring the access through the business park was to integrate any development of the vacant land to the south of the business park road with the wider Cambourne West site. That opportunity would still exist with any future application for the development of the business park land. Notwithstanding this, the council would continue to encourage the delivery of an all vehicle access through the business park due to the benefits through greater connectivity that it would bring for early Cambourne West residents.***

265. Transport Modelling

266. *As part of the application documents a Transport Assessment (TA) was submitted to identify the projected traffic flows on the surrounding transport network. The TA was informed by survey data to establish existing transport flows and the Cambridge Sub Regional Model (CSRМ). The modelling showed that the highest*

percentages of external trips from Cambourne West at peak times would head eastwards towards Cambridge. *There was also a significant percentage of traffic heading westwards towards St Neots.*

As demonstrated above by the extracts, the District Council and officers appreciated the importance of providing an all-vehicular access through the Business Park. The District Council had always considered that this route was necessary, deliverable and viable as part of the business park development – that is until they bought the site.

The Stantec reports assumptions on the volumes using the Business Park route. **3.2 Land at West Cambourne Vehicular Traffic** and subsections that show the potential movements. These assert that the majority of traffic originally indicated for using Sheepfold Lane would go via the Business Park access road rather than Sheepfold as it only has a left turn. As stated, the direction that the majority of the West Cambourne residents will be traveling is to Cambridge or St Neots via the A428 so Sheepfold Lane only having a left turn does not deter these drivers, so Sheepfold Lane would be the preferred route. It would be those wishing to access Great Cambourne and the shops that would primarily use the Business Park access road.

3.4 Impact on Buses and the Cambourne to Cambridge Better Public Transport Scheme.

3.4.5 The Outline Business Case (OBC) for the C2C scheme, prepared in January 2020 and on which the TWAO is predicated, includes a Bus Strategy Report with the following bus service pattern for the scheme:

- 2 no. services per hour between St Neots, Cambourne and Cambridge;
- 2 no. services per hour between Huntingdon, Papworth, Cambourne and Cambridge; and
- 2 no. services per hour between Cambourne and Cambridge. 3.4.6 There would therefore be 6 no. services per hour between Cambourne and Cambridge.

Cambourne to Cambridge is providing the infrastructure to enable services to be run and have an anticipated usage in their business case. The provision of the service above will be down to Stagecoach, Whippet or similar to run a commercial service. Any service would initially require subsidies to enable the service to be run.

The report should have included any existing services that would be maintained in the business park that would not be using Cambourne to Cambridge scheme. Discussions regarding the bus provision with Stagecoach and Whippet on the C2C and existing services would have been beneficial to the submission.

For information the current Stagecoach service from St Neots to Cambridge (905) no longer stops in Cambourne, but the service run by Whippet Coaches runs hourly during the day.

The applicant is stating that it should not fund the bus link from contribution for the Cambourne to Cambridge not as a separate element. West Cambourne contributed to C2C and separately to the bus link from Sterling Way to The Broadway and on road works in Cambourne.

It is also noted that the Policy SS/8 does state:

7. 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;

This has not been provided as part of the application.

3. Design

The Town Council had raised a number of issues related to the Design of the development and feel the amendments have satisfied the Town Councils concerns so they stand.

4. Affordability/Marketability of Dwellings.

Cambourne Town Council is still concerned about the future maintenance liability that the Business Park access road will have on the residents if the road is not adopted.

The Town Council would also question the commitment to 40% affordable housing provision on the site as it is affecting the viability of the site and will restrict the contributions to the s106 to make the development sustainable. As the number of affordable homes goes up the need for the infrastructure especially for sport, community, health and education goes up, but the funding to provide these essential infrastructure goes down. Cambourne Town Council understands the importance of achieving affordable housing at 40% especially on new developments where historically the settlement has under 11% of there housing stock as affordable housing. Cambourne as a standalone community is unique in South Cambs in having over 30% affordable housing designed in so that it has consent for 1,975 affordable houses, of which 1,280 have been delivered. SCDC have also purchased a number of market houses to be used as council houses and a number of other affordable housing providers have also purchased market housing in Cambourne. We would ask that the affordable provision be reconsidered in light of ensuring that a sustainable community can be delivered.

See extract from Case officers report to the Planning committee 11th January 2017

329. The applicant has proposed a number of measures that they believe would offer sufficient mitigation for not having a periodic review of the viability. These relate to accepting the cost review as it stands and an obligation in the S106 to expedite the delivery of the development through a start on site mechanism. The applicant has also accepted all of the S106 contributions, which equate to £24,312 per dwelling. This figure is higher than other developments in the district such as Northstowe and the fringe sites and demonstrates a commitment to developing the community facilities and services at Cambourne. Given the complexity of the development a simple review mechanism based only on construction costs and sales income would not be appropriate. This is due to a significant cost of the development relating to the infrastructure needed to deliver the site, some of which is based on quotes that are likely to be out of date.

6. Environmental.

The Town council is eager to ensure the Biodiversity Net Gain is used in Cambourne rather than going to a bank elsewhere in the district. It is important that the new

residents will be directly able to benefit from the investment in improving the environment in Cambourne.

7. Infrastructure s106.

Cambourne Town Council has submitted an explanation and justification to the Planning officer and is working with SCDC on the s106 document to further justify the requests. The Town Council considers it is important to ensure the correct infrastructure and facilities are provided to support a sustainable community and assist with place making.

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.
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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 Councils 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 of 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

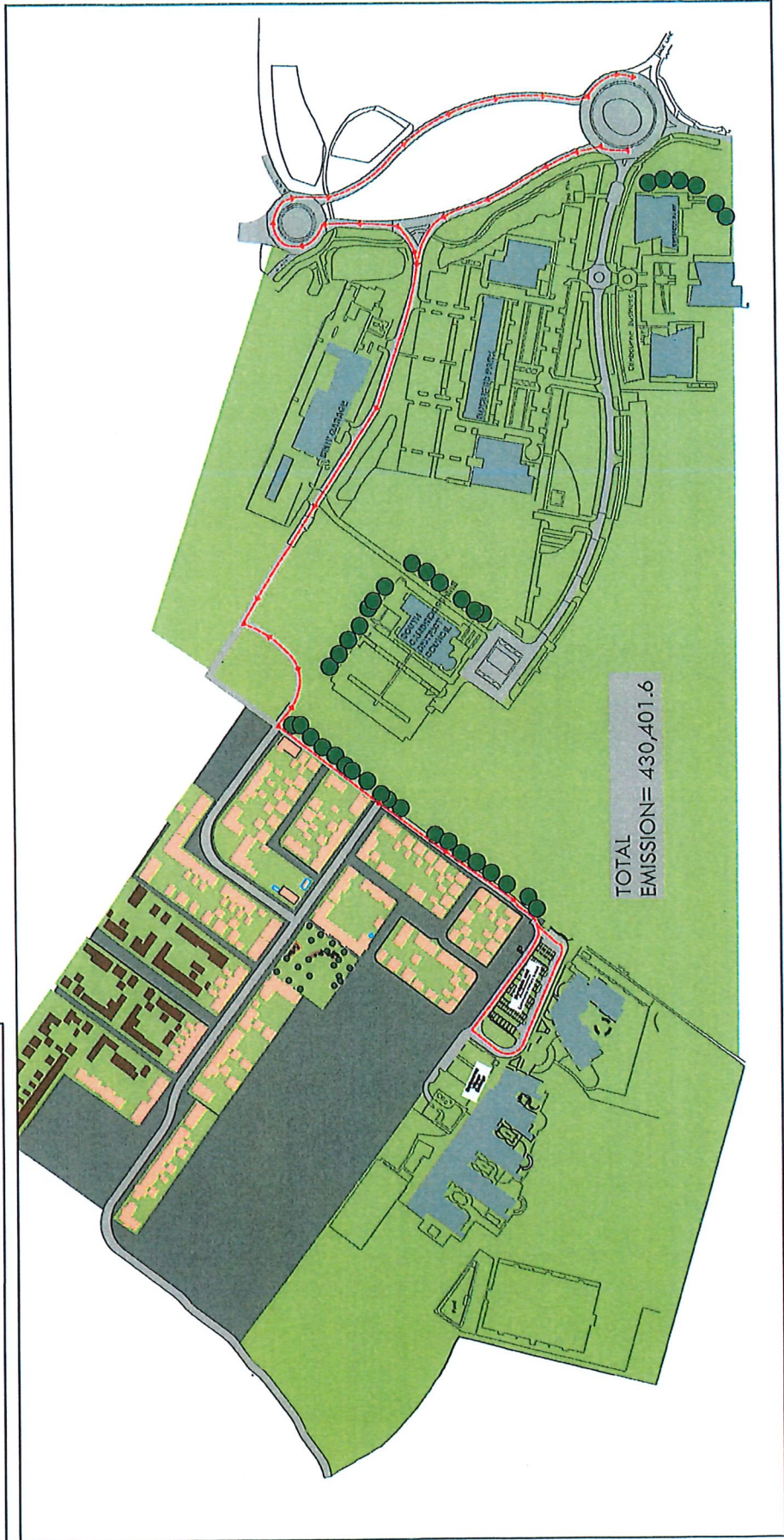
Temporary School Access

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

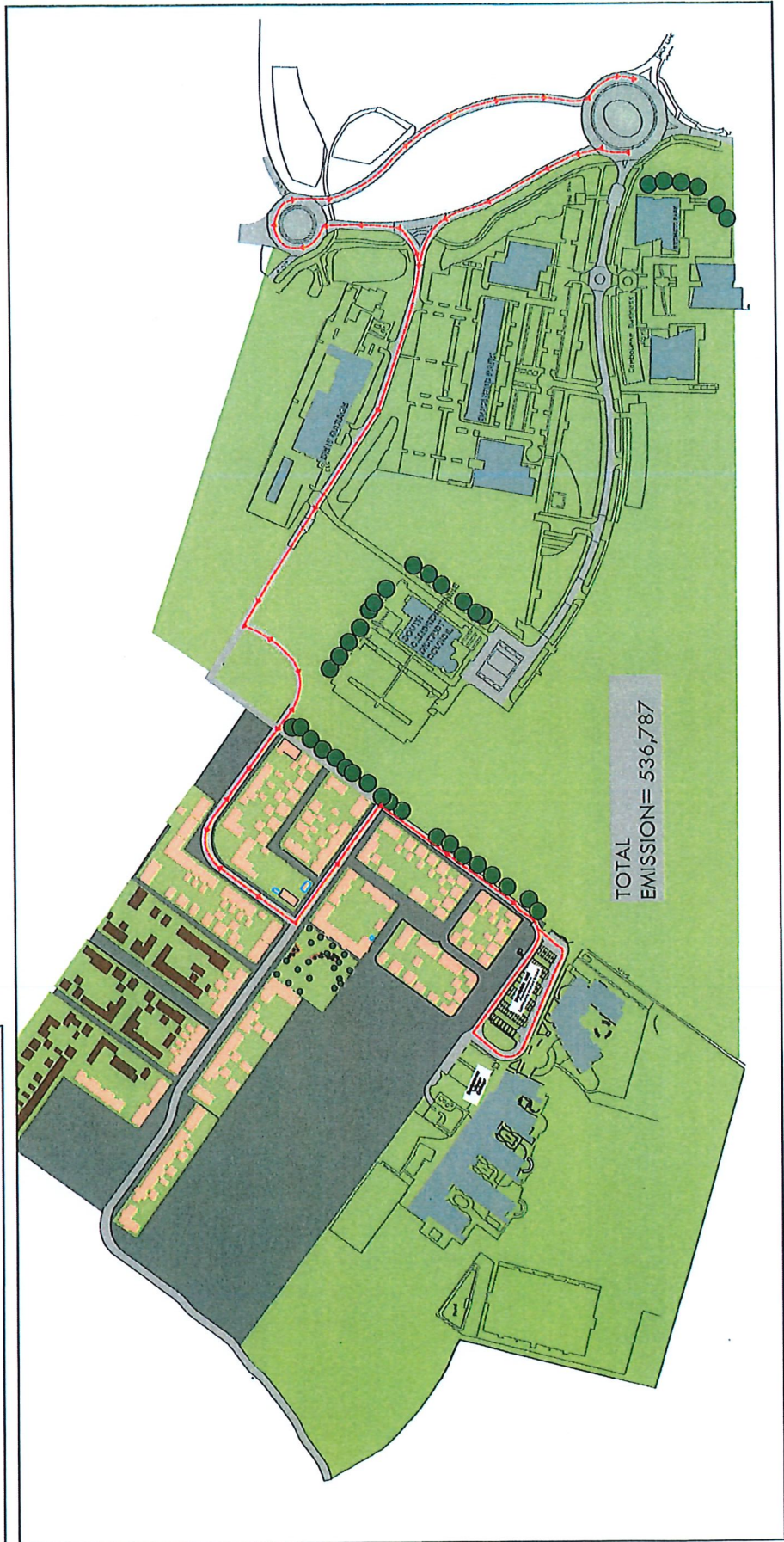


Proposed School Access

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



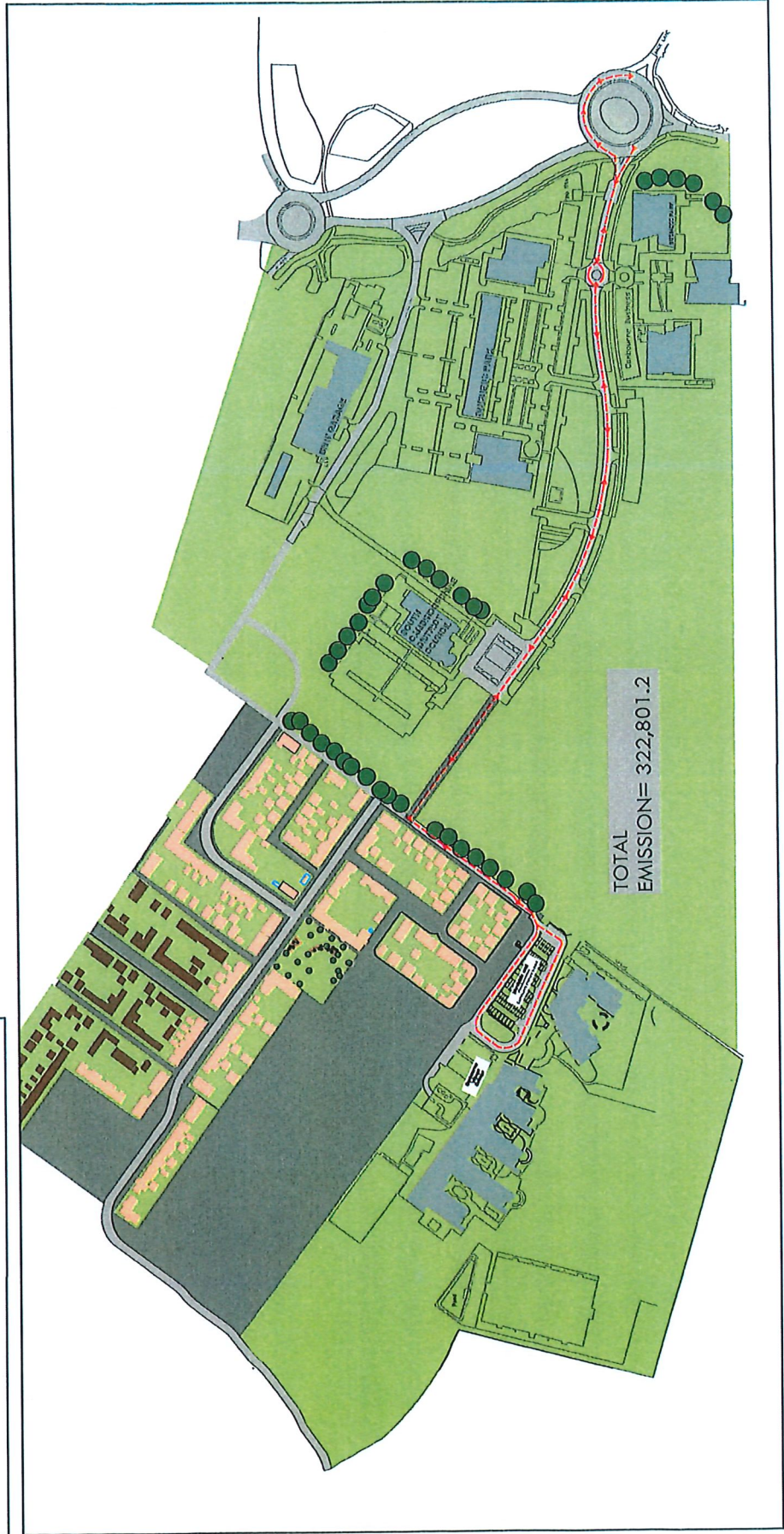
Business Park Access

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



106 suggestions based on for the 950 additional dwellings (Upper Cambourne) and West Cambourne

Type	Standard formula (using SPD, informal policy, Sport England Calculator)	Cambourne West Funding (2350)	Cambourne West Funding indexed from 1st Qtr. 2017	Cambourne West Land	Cambourne West pro rata	Cambourne 950	Cambourne 950 Funding indexed from December 2010	Cambourne 950 Land	Cambourne 950 pro rata
Town/Parish									
Sport/ Play									
Sport centre extension		£3,588,000.00	£4,801,301.99		£523,035.45				
Swimming	£116,809	inc.			Included in above				
New Pavilion	£104,844	£598,380.00	£782,691.14	0.73ha	£85,263.38	£225,000.00	£326,588.63		£88,007.04
Running Track		£975,000.00	£1,275,316.46		£138,928.09				
Football pitches	£277,028	infrastructure	infrastructure			£700,000.00	£1,016,053.51	ATP on existing pitches	£273,799.68
Land for football pitches, informal football and running track				10.3ha				0.64ha	
Formal Play Area	Older children only as LEAP onsite (£80-£120k say)	infrastructure	infrastructure	2.64ha		£48,000.00	£69,672.24		£18,774.84
BMX	£80,000	£25,000.00	£32,700.42		£3,562.26				
Country Park						infrastructure	infrastructure	49.9ha	
Community									
Public Art		£150,000.00	£195,197.74		£21,264.09	£150,000.00	£226,904.55		£61,144.81
Community space	£125,722	£1,744,000.00	£2,281,181.43	0.93ha	£248,503.17	£150,000.00	£217,725.75	0.04ha	£58,671.36
Burial Ground	£53,760	infrastructure	infrastructure	0.56ha		infrastructure	infrastructure	0.16ha	
Allotments (Orchard)	£76,800	infrastructure	infrastructure	2.63ha					
Children's Centre (Blue Space)		£115,000.00	£150,421.94		£16,386.39				
Community Chest		£150,000.00	£195,197.74		£21,264.09				
Archaeological		£20,000.00	£26,026.37		£2,835.21				
Dog Waste and Litter Bins		£16,500.00	£21,582.28		£2,351.09	£10,000.00	£13,846.15		£3,731.17
Youth Facilities contribution		£500,000.00	£623,869.80		£67,961.99	£225,000.00	£326,588.63	0.30ha	£88,007.04
Welcome pack		£3,000.00	£3,903.95		£425.28	£1,000.00	£1,512.70		£407.63
Green infrastructure	£205,458								
Church Extension Payment		£140,000.00	£182,184.56		£19,846.49	£100,000.00	£145,150.50		£39,114.24
Community Development		Included in Community	Included in Community		Included in Community				
Youth Worker									
Sustainability									
Cambourne Energy Fund		infrastructure	infrastructure						
Total	£1,040,421.00	£6,024,880.00	£10,571,575.82		£1,151,626.98	£2,619,000.00	£3,813,794.26		£1,027,701.02
Rate/house	£4,064.14	£3,414.84	£4,498.54		£4,498.54	£2,756.84	£4,014.46		£4,014.46

indexation

West Cambourne Jan 2017

331.8 to 434.2Q 2022

BCIS

265.5 to 345.5 August 2022

RPI

299 to 434 2Q 2022

indexation

Cambourne 950 December 2010

228.4 to 345.5 August 2022

BCIS

RPI