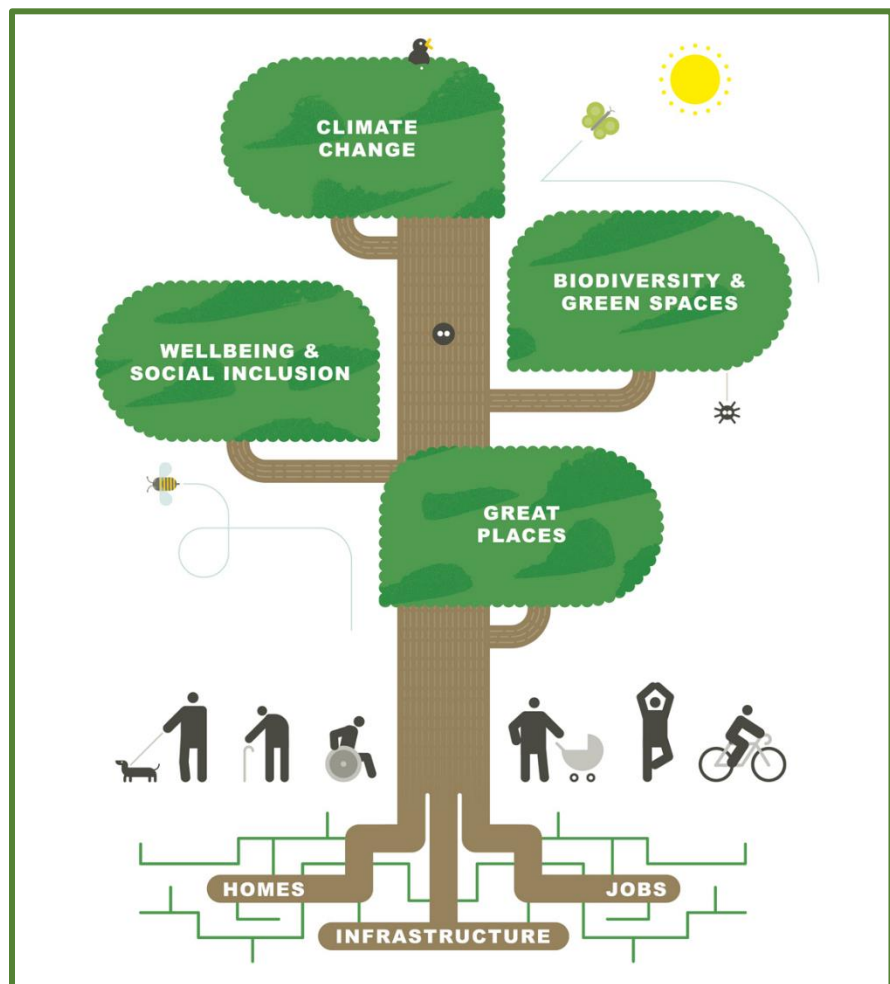


LAND WEST OF BEACH ROAD, COTTENHAM

'The First Conversation' Greater Cambridge Local Plan
Consultation



1. Introduction

- 1.1. Optimis Consulting has prepared this supporting evidence on behalf of our clients who own the land to the west of Beach Road, Cottenham.
- 1.2. This supporting evidence responds to the Greater Cambridgeshire 'First Conversation' – Issues and Options Consultation and furthers the previous submission of land to the West of Beach Road, Cottenham under the 2019 Call for Sites Exercise. The site has an amended site boundary and is thus considered an additional submission.
- 1.3. The supporting evidence is accompanied with the following accompanying appendices.
 - Appendix 1 Location Plan. L195
 - Appendix 2 Location Plan. L195B
 - Appendix 3 Location Plan. L195C
 - Appendix 4 Pylon Plan
 - Appendix 5 Additional Landowner Details
 - Appendix 6 Previous submission under Call for Sites
- 1.4. In total the site is 13ha in size (see location plan at Appendix 1) and has the potential to deliver up to 300 dwellings. Optimis views it as a suitable, available and achievable site for residential development and advocate that it should be allocated in its entirety for residential development.

2. The Surrounding Area

- 2.1. Cottenham is a settlement and civil parish in Cambridgeshire, England, approximately 5.5 miles north of the City of Cambridge. Cottenham is currently categorised as a large village with a population of 6,095. The village is situated in the Fen Edge region between Cambridge and Ely.
- 2.2. Cottenham Village is a large sustainable settlement with a good range of facilities, distances relate to walking routes to facilities outlined in the table below.

Local Facilities

Primary School	Secondary School	Public House	Village Hall	GP	Dentist	Library	Post Office	Local Shop	Employment
Yes	Yes	Four	Yes	Two	Yes	Yes	Yes	Two	Yes
1km	1km	550m - 1km	1.3km	350m - 800m	650m	1km	850m	600 - 750m	500m - 1.5km

- 2.3. The area offers a Primary and Secondary school as well as a local library and post office and a range of public houses. There is both a Co-op and Premier Express store within the settlement along with two GP surgeries and a dentist. The site is situated within 800m of the settlement centre.
- 2.4. Work has recently begun on a new village hall and nurse's in Cottenham which will also include a car park extension. The community facilities within Cottenham are currently growing or are in the process of being upgraded.
- 2.5. The B1049, which runs directly through the settlement, provides access directly into the Cambridge, 5.5 miles south, via the settlement of Histon.
- 2.6. Cottenham is also well connected by several sustainable modes of transport.

LAND WEST OF BEACH ROAD, COTTENHAM

2.7. A bus service connects Cottenham to Cambridge via Histon and runs every 20 minutes from several bus stops within the settlement (Figure 1). The nearest bus stop within the settlement is 300m from the proposed site (Figure 2&3).

Cottenham • Histon • City Centre																	
including journeys from March, Wimblington, Doddington Chatteris, Sutton, Haddenham and Wilburton																	
MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS																	
route number	8	8	8	8	8	X8	8	8	8	8	8	8					
March Broad Street Tesco	-	-	-	-	-	0631	-	-	-	-	-	-					
Wimblington Addison Lane	-	-	-	-	-	0638	-	-	-	-	-	-					
Doddington Clock Tower	-	-	-	-	-	0642	-	-	-	-	-	-					
Chatteris Police Station (opp.) ARR.	-	-	-	-	-	0655	-	-	-	-	-	-					
some bus no need to change	-	-	-	-	-	8	-	-	-	-	-	-					
Chatteris Police Station (opp.) DEP.	-	-	-	-	-	0655	-	-	-	-	-	-					
Sutton Post Office	-	-	-	-	-	0708	-	-	-	-	-	-					
Wrechem Toll	-	-	-	-	-	0720	-	-	-	-	-	-					
Haddenham Hinton View	-	-	-	-	-	0726	-	-	-	-	-	-					
Wilburton Post Office	-	-	-	-	-	0733	-	-	-	-	-	-					
Cottenham Church	-	-	-	-	-	0741	-	-	-	-	-	-					
Rampton Green	-	-	-	-	-	0704	▼	-	-	-	-	-					
Cottenham Green	-	-	-	-	-	0743	▼	-	-	-	-	-					
Cottenham Lambs Lane	0551	0611	0631	0651	0711	▼	0731	0751	0816	0836	0856	0916	0936	0956	1016	1031	1051
Cottenham Denmark Road	0553	0613	0633	0653	0713	▼	0733	0753	0818	0838	0858	0918	0938	0958	1018	1033	1053
Histon School Hill	0604	0624	0644	0704	0724	▼	0744	0804	0829	0849	0909	0929	0949	1009	1029	1044	1104
Impington Village College	0608	0628	0648	0708	0728	▼	0748	0808	0833	0853	0913	0933	0953	1013	1033	1048	1108
Histon Pepsys Terrace	0612	0632	0652	0712	0737	▼	0757	0817	0842	0902	0922	0942	1000	1017	1037	1052	1112
Histon Glebe Way	-	-	-	-	-	0748	▼	-	-	-	-	-	-	-	-	-	-
Histon Road Hazelwood Close	0618	0638	0658	0718	0748	0802	0808	0828	0853	0913	0933	0953	1008	1023	1043	1058	1118
Cambridge Shire Hall	-	-	-	-	-	0807	▼	-	-	-	-	-	-	-	-	-	-
Cambridge Bridge Street	-	-	-	-	-	0810	▼	-	-	-	-	-	-	-	-	-	-
Cambridge Drummer Street D3	-	-	-	-	-	0815	▼	-	-	-	-	-	-	-	-	-	-
Cambridge Emmanuel Street E1	0632	0652	0712	0735	0805	-	0825	0845	0910	0930	0950	1010	1022	1037	1057	1112	1132

MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS (CONTINUED)																
route number	8	8	8	8	8	8	8	8	8	8	8	8				
Cottenham Lambs Lane	1111	31	51	11	1431	1451	1511	1536	1556	1616	1636	1656	1716	1736	1756	
Cottenham Denmark Road	1113	THEN AT THESE TIMES EACH HOUR	33	53	13	1433	1453	1513	1538	1558	1618	1638	1658	1718	1738	1758
Histon School Hill	1124	44	04	24	1444	1504	1524	1549	1609	1629	1649	1709	1729	1749	1809	
Impington Village College	1128	48	08	28	UNTIL	1448	1508	1528	1553	1613	1633	1653	1713	1733	1753	1813
Histon Pepsys Terrace	1132	52	12	32	1452	1512	1532	1557	1617	1637	1657	1717	1737	1757	1817	
Histon Road Hazelwood Close	1138	58	18	38	1458	1518	1538	1603	1623	1643	1703	1723	1743	1803	1823	
Cambridge Emmanuel Street E1	1152	12	32	52	1512	1532	1552	1617	1637	1657	1717	1737	1757	1817	1837	

MONDAYS TO FRIDAYS EXCLUDING BANK HOLIDAYS (CONTINUED)												
route number	8	8	8	8	8	8						
Cottenham Lambs Lane	1816	1836	1921	1951	2351	2351						
Cottenham Denmark Road	1818	1838	1923	1953	2353	2353						
Histon School Hill	1829	1849	1933	2003	0003	0003						
Impington Village College	1833	1853	1936	2006	0006	0006						
Histon Pepsys Terrace	1837	1857	1939	2009	0009	0009						
Histon Road Hazelwood Close	1843	1903	1944	2014	0014	0014						
Cambridge Emmanuel Street E1	1857	1917	1956	2026	0026	0026						

Figure 1: Citi 8 Bus Timetable Cottenham-Cambridge

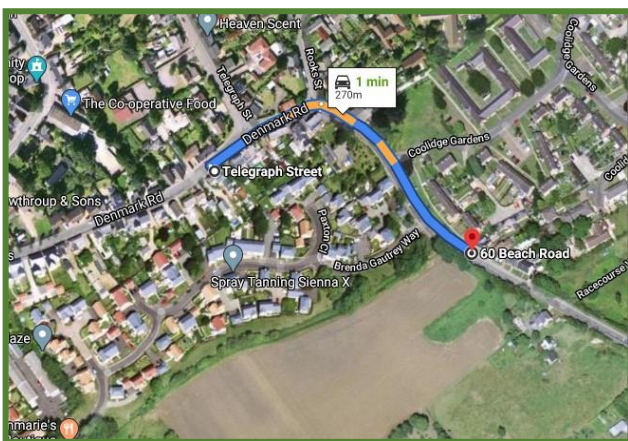


Figure 2: Closest bus stop to site, under 300m away with buses to Cambridge every 20 minutes



Figure 3: Denmark Road bus stop

- 2.8. A shared pedestrian and cycleway links Cottenham to Histon (Figure 4) and Histon has a cycle link into Cambridge with both on-road and separate from traffic options (Figure 5).
- 2.9. Waterbeach Train Station is 6.5km to the east of Cottenham accessed via Beach Road. The station offers a direct hourly service to London King's Cross stopping at Cambridge, Stansted Airport and London Liverpool Street. Extra services are operated every half hour during peak hours. 40 car parking spaces are available at the train station, alongside 12-24 cycle storages.
- 2.10. There is currently a £27 million upgrade to Waterbeach Train Station taking place to improve capacity and peak time services. The platform will be lengthened to accommodate longer, eight-carriage services and should be completed by the end of 2020.



Figure 4: Shared cycleway to left of main carriage way linking Cottenham and Histon



Figure 5: Map of cycle links between Histon and Cambridge

3. The Site

- 3.1. The site is situated on the south eastern boundary of the settlement of Cottenham. The site measures approximately 13ha in size and is located to the west of Beach Road. The topography of the site is flat.



Figure 6: Site Location

Potential Constraints

- Abuts Protected Village Amenity
- Flood Zone 1, low probability of flooding
- Outside of Cottenham Conservation Area
- Sporadic tree coverage
- No listed building on or near to the site
- No heritage assets on or near to the site
- Flat topography
- No public rights of way run across the site
- Telegraph poles run east to west along the centre of the site

- 3.2. The site sits well within the context of existing development, Beach Road runs along the north eastern boundary of the site, existing development adjoins the north western boundary and Cottenham Village College lies to the south west.

3.3. There is minimal landscaping along the sites north western providing only very partial screening of existing development on Brenda Gautrey Way, creating a hard edge to the settlement. The south eastern edge of the site is well landscaped with mature trees and hedgerows, shielding long ranging views out towards Landbeach and Waterbeach.

4. Current Use

4.1. The majority of the site is currently in use by a tenant farmer, with a disused agricultural barn and old apple shed located within the site (Figure 7 & 8). On part of the site, there is a single dwelling with equestrian usage to the rear (Figure 9). There is an apple and pear orchard within the site.



Figure 7: Disused agricultural building

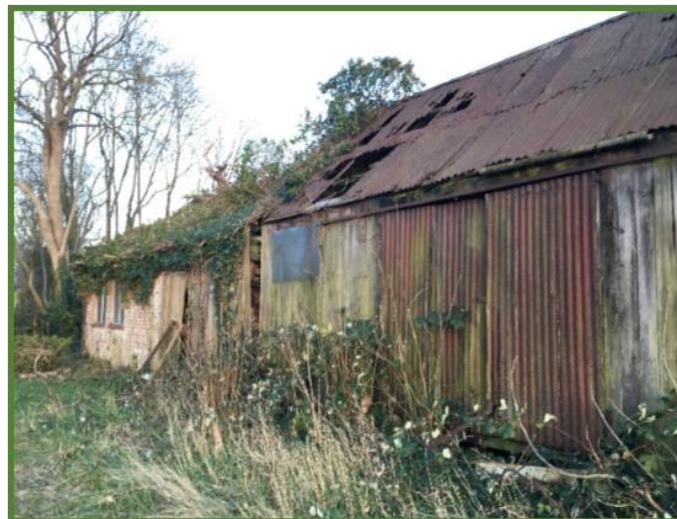


Figure 8: Disused apple store with asbestos roof



Figure 9: Equestrian use to the rear of 60 Beach Road

4.2. Below is a table of the historic planning applications found on the site.

Application	Decision and Date
S/0215/91/F EXTENSION INCLUDING ANNEX AND ERECTION OF GARAGES	Decision: Approved Decision Date: 09-07-1991
S/1819/92/F STABLES	Decision: Approved Decision Date: 03-02-1993
S/1901/93/F EXTENSION	Decision: Approved Decision Date: 17-01-1994
S/0793/96/F MOBILE HOME FOR OSTRICH FARM USE, USE OF STABLES FOR AGRICULTURE AND SITING OF MOBILE OFFICE UNIT	Decision: Refused Decision Date: 17-09-1996
S/0890/04/F EXTENSION	Decision: Approved Decision Date: 22-06-2004

5. Landownership

5.1. The land is held in several titles, but all landowners are working as one party to promote the site through the plan as a single allocation.

6. Existing Access

6.1. There are numerous accesses into the site along Beach Road. Various points are currently used for vehicular, albeit agricultural access, whilst others are utilised for pedestrian access. The existing points of access into the site along Beach Road are shown in Figure 10.

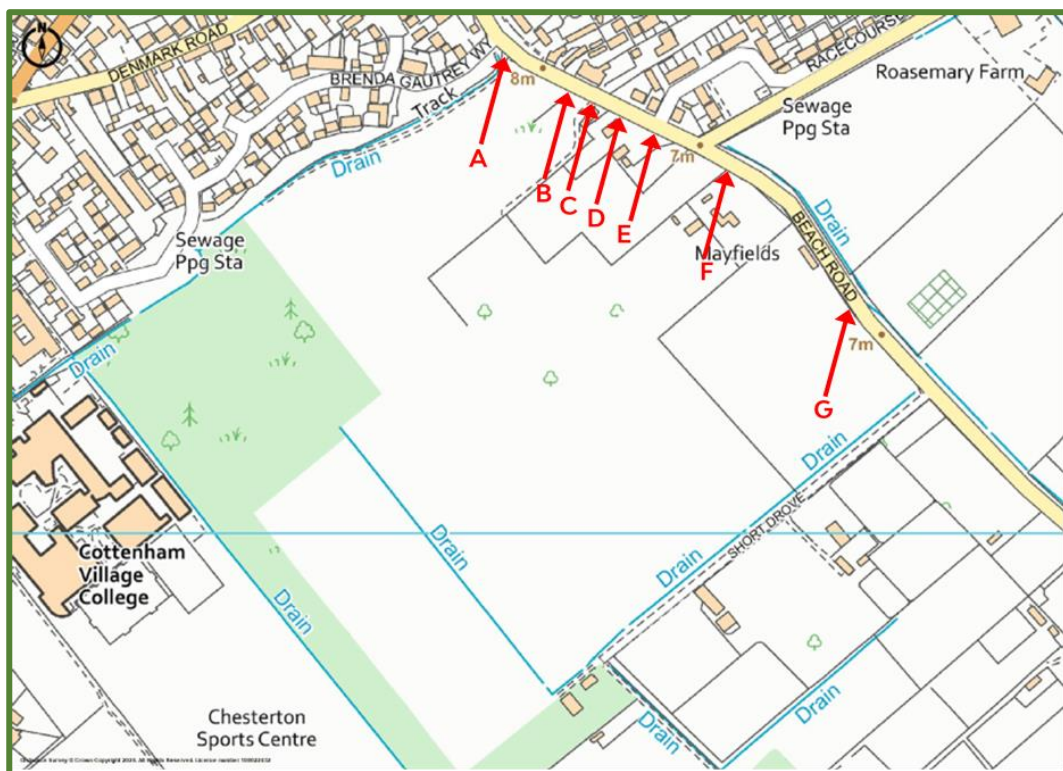


Figure 10: Points of existing access

- Point A currently provides agricultural access through a large gate with a dropped kerb, see photo figure 11.
- Point B is an agricultural access point with a dropped kerb as seen in figure 12.
- Point C provides agricultural access to land to the at the rear of 60 Beach Road, including the old apple store, through a gate and dropped kerb as seen in Figure 13.
- Point D is currently used as an access to a residential property, 60 Beach Road.
- Point E is another gated agricultural access point with a dropped curb.

- Point F is a track abutting a residential property providing access to the rear of Mayfields as seen in figure 14.
- Point G is an agricultural access via a dropped curve with a gravel drive, secured by a large gate.



Figure 11: Large gated access point A from Beach Road



Figure 12: Access point B along Beach Road



Figure 13: Access point C along Beach Road, apple store visible to the left

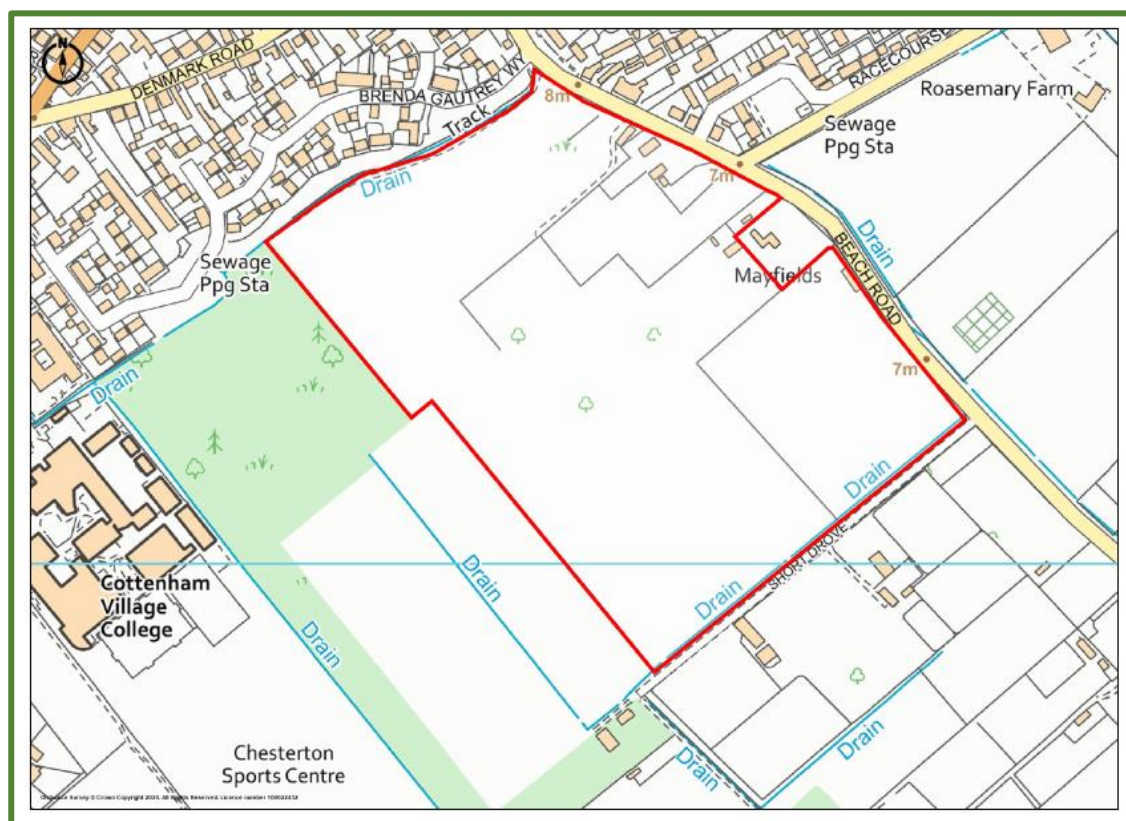


Figure 14: Access point F along Beach Road, abutting a residential property

7. The Proposed Allocation

- 7.1. Optimis propose that this site is allocated for residential development. Two smaller pieces of land were previously submitted at the call for sites stage (Appendix 6), however under agreement all landowners wish to promote the entire site as a residential allocation.
- 7.2. Subject to the Councils analysis Optimis propose that there are 3 potential schemes that could come forward. Optimis believe that allocating the entire site for approximately 300 dwellings will maximise the opportunities to deliver on and off-site benefits, however, have for flexibility, given two alternative options should the Council not see the entire site coming forward.

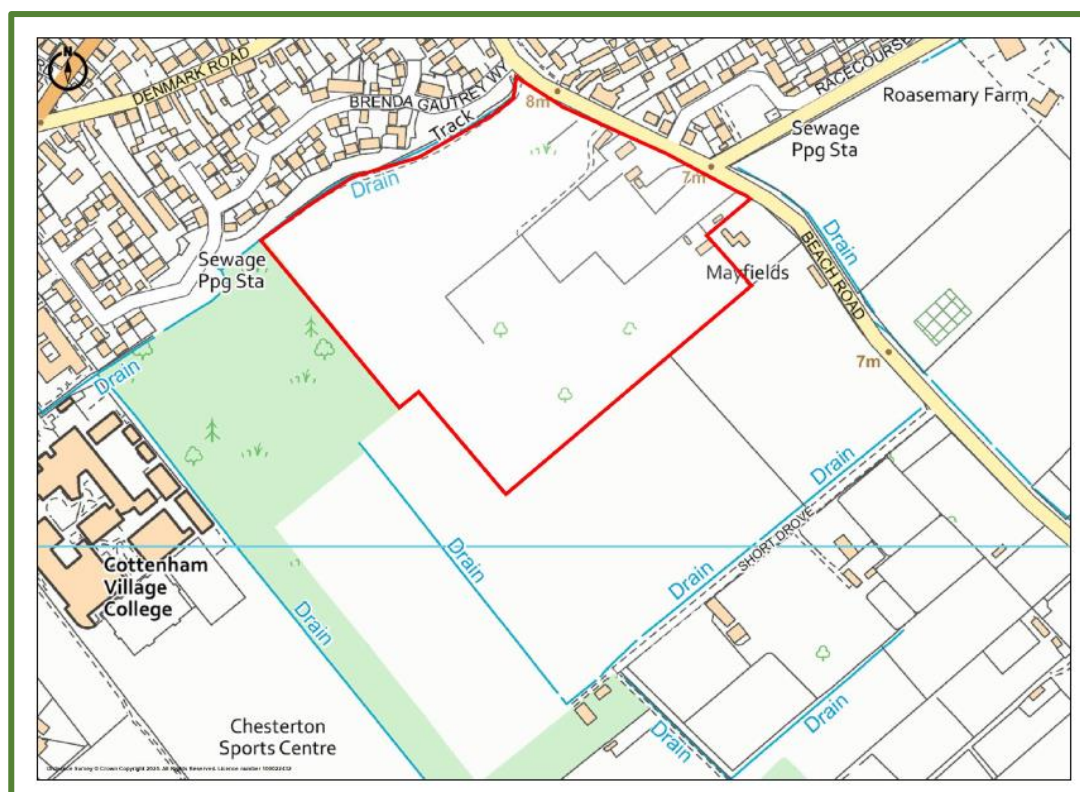
L195. Land to the west of Beach Road



- 7.3. Optimis propose that the site can deliver up to approximately 300 dwellings, in addition to a substantial area of publicly accessible open space and additional community facilities.

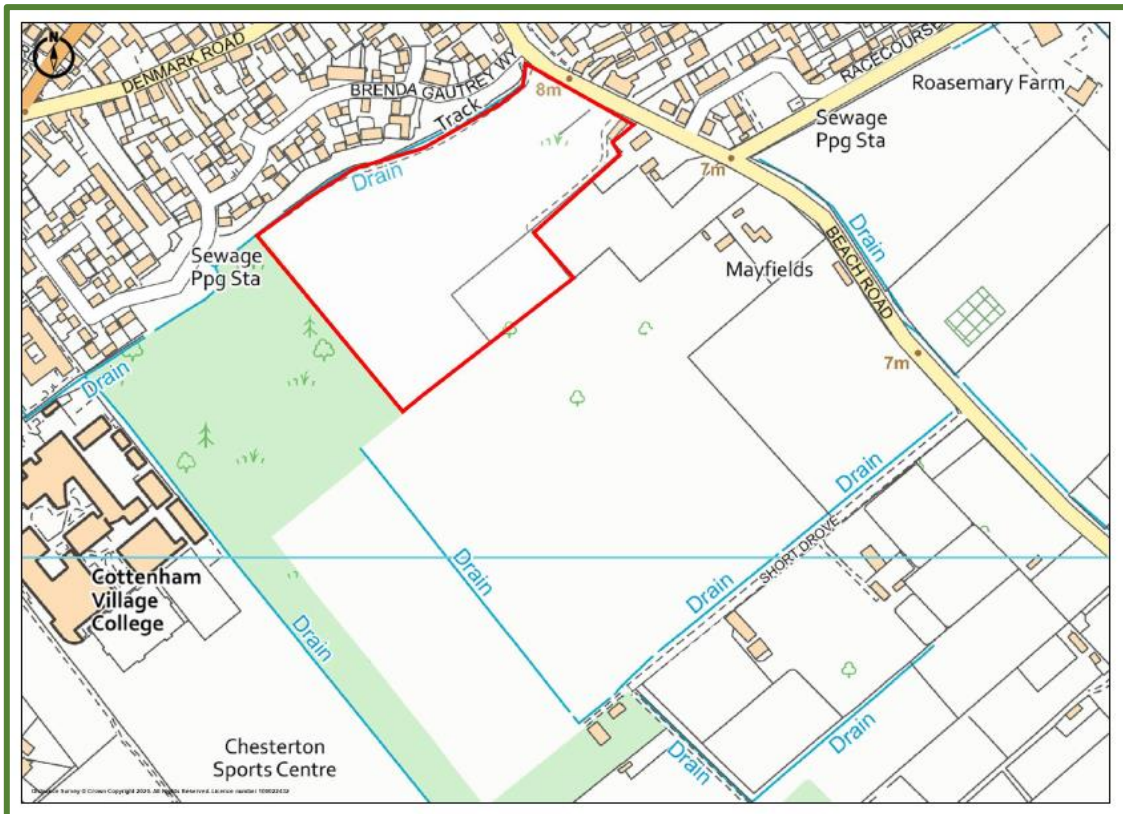
- 7.4. An illustrative layout has not yet been drawn up, the gross area of the site is approximately 13ha, with an assumed net developable area of 75%, in line with previous policy relating to Rural Centres, at an approximate density of 30 dwellings per hectare Optimis assume that the site is capable of delivering up to 300 dwellings.
- 7.5. The development will form a well-designed sustainable extension to Cottenham, integrate well with the existing adjoining land uses and create a permanent, landscaped edge to the settlement.
- 7.6. The site is adjacent to the Settlement Policy Area boundary to the north, and some of the existing accesses are located within the adopted Settlement Policy Area. The development of the site and its inclusion into the Settlement Policy Area would provide a logical extension of the settlement in geographical terms. A revised settlement boundary would also be robust in physical terms due to the contained nature of the site.
- 7.7. Both subsequent proposals offer the same opportunities as above in regard to relation to the settlement, affordable housing, and appropriate design type and mix, albeit at a reduced scale.

L195b. Land to the rear of Mayfields



- 7.8. The gross area of the site is approximately 7.5ha, using the method shown above Optimis propose that the site can deliver approximately 170 dwellings at this stage, subject to an illustrative layout.

L195c. Land south of Brenda Gautrey Way



- 7.9. The gross area of the site is approximately 3.5ha, using the method shown previously Optimis propose that the site can deliver approximately 80 dwellings at this stage, subject to an illustrative layout.

8. Community Engagement

8.1. The landowners are keen to engage with both the Greater Cambridge Planning team, the Neighbourhood Planning Group and Cottenham Parish Council to provide a development that is commensurate and meets the needs of the settlement of Cottenham. This would include consultation events for local people and engagement with the Parish Council to establish benefits to be brought forward by the scheme and an appropriate design and housing mix.

9. Wellbeing and Social Inclusion

9.1. The proposed development would be able to deliver a range of benefits for the local community. These could possibly include:

- Highways improvements on Beach Road, including traffic calming measures
- Provision of cycle routes
- Provision of improved bus facilities, including shelters
- Publicly accessible open space
- Wildlife habitats
- Contribution and provision of community facilities, such as a health centre
- Provision of play facilities
- Affordable housing
- Provision of bungalows
- Patronage of local facilities
- Upgrading links to Waterbeach

10. Availability and Deliverability

10.1. The site is suitable, available and achievable and is actively being promoted by an agent, who has already been approached by a developer. It relates well to existing development and is in close proximity to a variety of facilities within the settlement.

10.2. Once allocated within the emerging Local Plan, which is predicted to be adopted in 2023, Optimis envisage that this site could be delivered by 2026/2027, using an average assumed build rate of 50-100 dwellings per annum.

11. Response to select Consultation Questions

11.1. This section seeks to answer some of the key questions posed, to help shape the Local Plan.

Question 16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?

11.2. The Plan should ensure that growth is directed towards the most sustainable locations, within sustainable settlements, in some instances this can only be achieved by strategically reviewing parcels within the Green Belt which have previously prevented logical parcels of land from providing homes, and resulted in unsustainable patterns of development in locations that do not promote inclusivity.

11.3. Optimis support reviewing the Green Belt and the intention to find the most suitable sites for development in villages, along transport corridors and in areas that meet the wider growing needs of the District.

Question 24. How important do you think continuing economic growth is for the next Local Plan?

11.4. The Oxford-Cambridge Arc is a government ambition and joint declaration between government and local partners, to realise a significant opportunity for economic growth within the arc. The Greater Cambridgeshire Plan has an opportunity to spearhead and be at the forefront of pursuing and encouraging this ambition.

11.5. Part of the Oxford-Cambridge Arc vision is to maximise the potential of the Cambridge - Milton Keynes - Oxford corridor as a single, knowledge-intensive cluster that competes economically on a global stage whilst securing the homes and jobs that the area needs. Central to achieving this vision is the completion of the East-West Rail line and the Oxford-Cambridge Expressway.

11.6. Continuing growth is extremely important and alongside this economic growth the need for business to adapt, grow, relocate and live in close proximity needs to be considered.

Question 26. Do you think we should be protecting existing business and industrial space?

11.7. Yes, protecting existing employment land should be a priority as there is a growing trend seeing these sites converted into residential. Employment sites should be specifically safeguarded.

Question 32. Do you think we should plan for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?

- 11.8. Yes, Optimis support the approach of the Council to plan for flexibility within its housing land supply. Maintaining housing delivery holds great weight by the Government in national planning policy as demonstrated by the introduction of the Housing Delivery Test through the 2019 NPPF.

Question 39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us reduce our climate impacts?

- 11.9. With Cambridge City Council and South Cambridgeshire District Council working together to create a joint Local Plan this is the first opportunity for the Councils to take a holistic approach to analyse the Green Belts benefits and disadvantages. Optimis support reviewing the Green Belt to encourage sustainable development, where the Green Belt provides a role to the purpose of the Green Belt designation.

Question 40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?

- 11.10. Where villages have not been historically allowed to grow, they should be able to expand in a planned logical location to accommodate the Districts housing need.

Question 41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

- 11.11. Development should be able to come forward at an appropriate density, providing a range of housing types from 1 -5 bedrooms houses.

Question 42. Where should we site new development? Rank the options below 1 6 (1 - Most Preferred 6 - Least Preferred)

1. Dispersal: Villages
2. Densification of existing urban areas
3. Public transport corridors
4. Edge of Cambridge: Outside Green Belt
5. Edge of Cambridge: Green Belt
6. Dispersal: New Settlements

Question 47. What do you think about growing our villages?

-
- 11.12. The distribution of housing through the adopted Plans rely heavily on large scale strategic development through either new settlements or expanding the edge of Cambridge.
- 11.13. Historically housing delivery in the urban areas, rural centres, group villages and infill villages has contributed toward the housing need but a shift towards a reliance on large scale strategic growth has limited sustainable settlements meeting their need.

12. Conclusion

- 12.1. This site is in a sustainable location with no known constraints and could deliver a residential led development of approximately 300 dwellings, alongside numerous benefits to the local community. Optimis believe that this site should be allocated within the emerging Greater Cambridge Local Plan and removed from the Green Belt.