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SUBMISSION OF CALL FOR SITES UPDATE LAND OFF KINGFISHER WAY, COTTENHAM (reference 40472)

A Call for Sites submission was made under the name of Southern & Regional Developments during the Consultation process in March 2019 relating to their land interest on land off Kingfisher Way, Cottenham. The Greater Cambridge Local Plan is currently undergoing a period of review and as part of this process a Housing and Economic Land Availability Assessment (HELAA) 2021 has been prepared. Within the HELAA the site at Cottenham was given the reference number 40472. Set out below is a summary of the findings of the review of the site as provided within the HELAA along with an update from the site promoter.

Site Suitability

The site off Kingfisher Way, Cottenham scored 'red' overall being found to be unsuitable for development.

In terms of the adopted Development Plan policies – the site scored amber due to its location primarily outside of the Development Framework and it being inside within a Made Neighbourhood Plan.

Regarding flood risk, the site was scored red, the assessment identifies that 83% of the site is located within Flood Zone 2 with a further 80% partly within Flood Zone 3. A small proportion (1%) of the site is located within 1 in 30 year event, 2% in a 1 in 100-year event area for surface water flood risk whilst 15% lies in a 1 in 1000 event.

In respect of Landscape and Townscape, the assessment scored red. It identified that views across from Broad Lane and Rampton Road are long, but the flatness of the landscape creates horizons cut short by vegetation on field and road edges beyond the site. The development of the site would impact on the NCA by altering the open farmland/countryside beyond the development framework boundary. If developed the site would form a significant new edge to the northern side of the village. Due to the impacts on NCA, development for the site is not considered appropriate.

In terms of Biodiversity and Geodiversity, the assessment scored amber, this found that it is within 200m of a Wildlife Site. Any discharge of water or liquid waste of more than 20m³ to ground a day may require NE consultation. There are no other apparent priority habitats within the site however there are grasslands, woodland areas, hedges and wooded boundaries on site that are likely to have ecological value. Applications may find provision of 10% net gain in biodiversity difficult within their red line boundaries and will need to find offsite compensation to comply with up-coming National legislation and developing local policies. Development of the site may have a detrimental impact on a designated site, or those with a regional or local protection but the impact could be reasonably mitigated or compensated.

The Open Space/Green Infrastructure assessment scored Green, the site was found to be within 50m of Designated Open Space. The site was however not on protected open space

Tel: 0121 803 7902 info@claremontplanning.com
Somerset House, Temple Street, Birmingham, B2 5DP

claremontplanning.com

Registration No. 9996873

designation and any impact of the proposed development could be reasonably mitigated or compensated. a protected open space designation and is sites within 50m of formal open space.

The Historic Environment assessment scored amber. This found that the development of the site could have a detrimental impact on the setting of listed buildings on the adjacent site, including adjacent Grade II* vicarage. The impacts would be dependent on the siting, number and scale.

The Archaeology assessment scored amber, the site was found to be located to the north of a Scheduled medieval moated site and associated settlement.

The Accessibility to Services and Facilities scored Amber, the site was found to have adequate accessibility to key local services, transport and employment opportunities with the proposed development of the site not requiring the delivery of accompanying key services.

The assessment of Site Access scored red, the access link to the public highway is considered unsuitable to serve the number of units proposed and that there is no possibility of creating a safe access.

The Transport and Road assessment scored amber, this found that the site would need to consider walking or cycling links into Cottenham and potential Passenger Transport Infrastructure improvements. Any potential impact on the functioning of trunk roads, and or local roads could be reasonably mitigated.

The Noise, Vibration, Odour and Light Pollution assessment scored amber. This found that the site will be affected by noise from nearby industrial/commercial activities but is acceptable in principle subject to appropriate detailed design considerations and mitigation.

The Air Quality Assessment scored green. This found that the site does not lie within an AQMA. Minimal traffic impact on AQMA.

The Contamination and Ground Stability Assessment scored amber. This notes that there is potential for historic contamination on site and advised that conditions are required.

Further Constraints were identified as Agricultural Land Classification Grade 3. Also strategic highways impact being located within Highways England Zone 3 – A14 which has no capacity for growth. Sites would therefore need to ensure no net increase in vehicle trips within the Strategic Road network.

Availability

The site scored green and the assessment recognises that the land has been promoted by the landowner who has confirmed that the site is available for development. The site has no relevant recent planning history and is considered to be available for development in the next 0-5 years.

Achievability

The site scored green and confirmed that land has been promoted by the landowner/developer and is known to be available for development. The site has a low existing use value and residential development is likely to be economically viable at an appropriate density.

Development Potential

Capacity and Delivery	Response
Estimated dwellings per hectare	22
Estimated dwelling units	80
Estimated employment space (m ²)	-
Estimated start date	0-5 Years
Estimated annual build-out rate (pa)	40-75
Development completion timescales (years)	0-5 Years

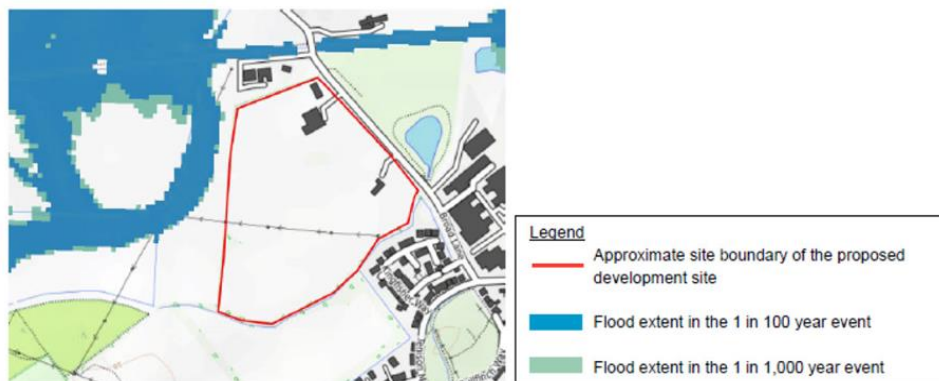
Updated Commentary from Site Promoter

Southern & Regional Developments would like to make the following observations in respect of the suitability of the site for development.

As part of the updated Call for Sites information that has been submitted, it is confirmed that site ref: 40470 and 40471 are no longer being promoted. This site 40472 along with a new site in Cottenham are now being progressed by the promoters.

It is recognised that the site is currently located outside the Development Framework however representations to the Local Plan have identified the site's suitability as a potential residential allocation and it could therefore be included within an amended development framework boundary as part of the Local Plan review. The site is adjacent to the existing settlement boundary of Cottenham and provides a logical direction of growth. The site is bound by existing residential development to the north and south demonstrating a logical northern extension of the settlement.

Whilst it has been identified that the site apparently falls within Protected Flood Zone 3, which benefits from strategic flood defences at the New Cut Drain and Cottenham Lode, this is based on a modelling exercise from 2003. The EA commissioned a model to represent the flood risk more accurately in the area, known as the Lower Ouse old west model 2015. The EA's preliminary results from this model indicate that the site is not identified in the functional flood plain as shown on the extract below:



The promoter has commissioned WSP to work with the EA to assist them in assessing the flood risk in the vicinity of the site. Subsequently, WSP and the EA will examine the flood maps for the area with a view to appropriate amendment to remove the site from Flood Zone 3. This work is ongoing and additional information will be provided to the LPA in due course. It is considered however that given the preliminary results the site should not be adversely assessed with regard to flood risk.

The development of the site would have an effect on the landscape in this part of the settlement as it would form a new edge to the northern side of the village. This would not however be adverse and there are opportunities to provide a sympathetic landscape led proposal on the site. There are opportunities to strengthen boundary treatment and provide increased hedgerow and tree planting that will have a positive impact on landscape views and well as net gains in biodiversity impact. Given the presence of Green Belt land to the south of Cottenham and highway constraints due to multiple land ownership's to the east, it is considered that the northern limits of the village offer a good opportunity for future well managed growth.

Consideration of heritage impacts will be taken into account and layout will respect the setting of heritage assets including the Grade II* vicarage identified.

In respect of access to the site, WSP have provided technical advice in respect of pedestrian access, public transport access and vehicular access to the site. In respect of pedestrian access there are opportunities to connect to Public Rights of Way in the site's vicinity that will assist with the site's permeability, there are also further opportunities to provide additional pedestrian and cyclist accesses across the site. In terms of public transport access, the site has access to bus services running through the High Street. The nearest bus stop is located approx. 500m from the site's Broad Lane frontage with the potential for additional bus infrastructure to come forward as part of the development proposals. In terms of vehicular access, WSP have confirmed that there is an opportunity to provide a safe and convenient access arrangement at the site subject to detailed design. Considerations that need to be taken into account include the provision of a new footway along the western side of the carriageway on Broad Lane, widening of Broad Lane and the potential for a new TRO extending the 30-mph zone past the new site access. It is considered therefore that the HELAA assessment is incorrect in its assertion that there is no possibility of creating a safe access. A plan showing a new road layout is provided alongside this submission

Noise, Vibration, Odour and Light Pollution can be mitigated for through appropriate design and layout particularly given the green infrastructure area between the developed part site and the Fen railway line. Air Quality and Ground Contamination and stability are all matters that can be mitigated and safeguarded through condition. Contamination will be reviewed and any mitigation will be implemented on site.

The site off Kingfisher Way to the north of Cottenham should be considered as available, suitable and achievable. The site is not in the Green Belt and not affected by landscape designations. The flood risk issues can be overcome and technical advice has been received that shows that there is a highway access solution for the site.