

SC5A.1 Site Reference: H/1:a-Dales Manor Business Park, Sawston Submission by Cllr. David Bard & Cllr. Kevin Cuffley

i. Would the proposed vehicular access to the site from Wakelin Avenue provide the most appropriate arrangement in terms of highway/traffic considerations?

No, the access via Wakelin Avenue provides one of two vehicular accesses to an estate comprising some 500 houses and as such is well used at peak periods. The Local Plan Policy H/1a suggests that this site could accommodate up to 200 houses. This would be expected to generate around 780 traffic movements a day* The houses in Teversham Way have no on site parking and hence this section of Wakelin Avenue is used extensively by residents for parking, severely restricting the width of the carriageway and making it unsuitable for large volumes of traffic . It is possible to access site H/1a through the industrial estate and this would appear to be the obvious solution. The creation of an access from Wakelin Avenue would also open up this route to football traffic on match days if the proposed Cambridge City Football Stadium is built.

**The traffic figures are derived from a study commissioned by Cambridgeshire County Council 'Cambridgeshire County Council, Housing Trip Rates, Comparison of surveys' (2001). Whilst this is an old study, the rates are not greatly out of line with more recent TRICS data from similar sites.*

ii. Would the existing tree belt located to the rear of Broadmeadows/Fairfields be retained if the proposed allocation was to proceed?

This would depend on the proposed site layout submitted as part of a reserved matters application. There is no intrinsic reason why this tree belt would need to be sacrificed.

iii. What, if any, would be the implications in terms of developing part of the site for residential purposes if Cambridge City FC relocates to Sawston?

Traffic generated by the stadium would need to access the stadium through the new residential estate. Cambridge City FC have submitted estimated traffic flows in a travel plan included as part of Application S/2239/13/FL and show estimated car trips per match ranging from 76 (152 movements) based on an attendance of 400 supporters to 381 (762 movements) based on an attendance of 2,000 supporters. It is likely that regular attendance would be at the lower end of the range with the higher figure only being attained if the club gained promotion to a higher league.

iv. Is the housing trajectory for the site as indicated in Figure 3 of the Plan realistic?

No, according to Fig.3, construction is shown to commence in 2017-18 and to be completed in 2020-21. This site is controlled by three separate owners with leases expiring at different times. It is likely therefore that, were this site to be allocated, there would be some delay in assembling the different ownerships into a single site. Since the site has been used for a variety of industrial purposes over a number of years, it would need a land contamination report (Please see response to Q viii) and possibly a programme of decontamination before construction could start.

v. Is the location of the site within the setting of the Grade II* listed Pampisford Hall?

Pampisford Hall is located at OS Grid Reference TL 50927 48414 and is located some 2.6 km from the site. Babraham Hall is closer, but that is still 1.6 km distant.

vi. Does the site represent a sustainable location in terms of its proximity to local facilities and services, and accessibility to sustainable modes of transport?

The site is located 1,400m from High Street shops (shortest pedestrian/cycle route to junction of Selsingen Way and Sawston High Street). The nearest bus stops CITI7 (20 minute service during day on weekdays to and from Cambridge, hourly service to Saffron Walden) are 770m (N end of Churchfield Avenue, N. Bound to Cambridge) and 580 m (N. end of Sunderlands Avenue, S. Bound from Cambridge). The bus follows different routes, N Bound and S bound through Sawston. The distance to the Health Centre is 2,870 m. From these figures, distances to the High Street shops and Health Centre are well over the recommended maximum of 800m and the distance to the Cambridge bound CITI7 service close to it. It is therefore likely that any development in this location would be highly car dependent. The reliability of the CITI7 has improved after complaints led to a public meeting in October, 2015, but this has been achieved by lengthening the scheduled journey time. The journey time from Churchfield Avenue to central Cambridge is currently 49 minutes and costs £6.40 (Dayrider Plus). Use of the Trumpington or Babraham Park & Ride service presents a quicker and cheaper option for reaching Cambridge and is the mode of choice for anyone with access to a car. According to the 2011 census data, 67.7% of journeys to work from Sawston involved some use of a car. Bus accounted for only 6.5% (Cycle 8.5%, Pedestrian 8.4%). The nearest secondary school, Sawston Village College is located 1,270m from the site (shortest pedestrian/cycle route).

vii. Would the allocation result in the unacceptable loss of employment land in this location?

The site proposed in the Local Plan has been derelict for some years despite attempts to let units and relaxation of a policy in an earlier local plan which had the effect of restricting the floor area of single industrial units. It is therefore unlikely that much of the proposed area could be brought back into employment use, but the existing units are well used and any extension of the housing allocation may result in the loss of some of these.

viii. Should the development requirements also refer to the need for a land contamination report?

The site has been used for a variety of industrial purposes over a number of years, it would therefore need a land contamination report (Please see response to Q viii) and possibly a programme of decontamination before construction could start.

ix. Could the impacts on the existing physical, social and educational infrastructure in Sawston as a consequence of the development of the site be adequately mitigated?

The distance from the centre of Sawston and the consequent car dependency of this development would place additional pressure on parking in central Sawston. The existing High Street car park is

already at capacity and parking regularly extends over 200m along Mill Lane from its junction with the High Street on weekdays. There is no currently available site near the centre of the village which could be used to provide additional parking for the High Street. A similar situation frequently pertains at Sawston Health Centre with overflow parking in adjacent residential streets. The high Street parking could be partially mitigated by the provision of a small convenience store within or adjacent to the site, provided that such a business could be shown to be viable.

Sawston is served by two primary schools, Icknield (Lynton Way) and Bellbird (Link Rd.). Both schools currently have limited spare capacity (Icknield $191/210 = 19$ places, Bellbird $272/300 = 18$ places). A development of this size would be expected to generate requirements for an additional 70 primary places and 60 early years places. The nearest school is the Icknield and although this would be the obvious candidate for expansion, site constraints may limit this option. Expansion of the Bellbird to cater for children from this development would again increase car usage due to its distance from the site. Car drop offs and pick ups already cause significant congestion in Link Rd. at each end of the school day. Bellbird has been expanded twice since it was opened in 2007, most recently by the addition of a temporary classroom. It recently raised its capacity from 280 to 300. Sawston has a secondary school (Sawston Village College, comprehensive, ages 11-15) which currently has very limited spare capacity ($1011/1020 = 9$). It is possible that more capacity could become available in the future if pupils from Trumpington and the Western side of Great Shelford choose to attend the new secondary school on the Cambridge Southern Fringe Showground site. There is limited space for additional building on the existing site. The core buildings which date from 1936 are Grade II listed, which represents a significant planning constraint. A development of this size would be expected to generate a requirement for 50 additional secondary school places.

School place generation calculated by using the current County Education Authority figures of 0.30 early years, 0.35 primary and 0.25 secondary places per average dwelling

A significant proportion of traffic generated by the development would be expected to leave the site travelling Eastwards, via Babraham High Street to the A1307. The junction of Babraham High Street and the A1307 is at the top of a rise of the A1307 and has partially obscured visibility to the South. The most recent three year accident record (2012-2015) recorded seven accidents at this junction, three serious. A firm commitment from the Highway Authority to upgrade the junction between Babraham High St and the A1307 should be obtained if this site is allocated.

SC5A.2 Site Reference H/1:b-Land North of Babraham Road, Sawston

Submission by Cllr. David Bard & Cllr. Kevin Cuffley

i. Does the site represent a sustainable location in terms of its proximity to local facilities and services, and accessibility to sustainable modes of transport?

The site is located entirely within Babraham Parish. Since, in the absence of a boundary change, S106 and/or CIL monies for enhancement of local facilities required to mitigate the impact of the development would normally accrue to the parish in which the development is located. It could be argued that for planning purposes, Site H/1b should be regarded as being within Babraham. Since Babraham is classified as an infill village as defined in Policy S/11, development on this scale would clearly be contrary to that policy.

As far as facilities within Sawston are concerned, the site is located 1,450m from High Street shops (shortest pedestrian/cycle route to junction of Selsingen Way and Sawston High Street). The nearest bus stops CIT17 (20 minute service during day on weekdays to and from Cambridge, hourly service to Saffron Walden) are 830m (N end of Churchfield Avenue, N. Bound to Cambridge) and 645 m (N. end of Sunderlands Avenue, S. Bound from Cambridge). The bus follows different routes, N Bound and S bound through Sawston. The distance to the Health Centre is 2,920 m. From these figures, distances to the High Street shops and Health Centre are well over the recommended maximum of 800m and the distance to the Cambridge bound CIT17 service close to it. It is therefore likely that any development in this location would be highly car dependent. The reliability of the CIT17 has improved after complaints led to a public meeting in October, 2015, but this has been achieved by lengthening the scheduled journey time. The journey time from Churchfield Avenue to central Cambridge is currently 49 minutes and costs £6.40 (Dayrider Plus). Use of the Trumpington or Babraham Park & Ride service presents a quicker and cheaper option for reaching Cambridge and is the mode of choice for anyone with access to a car. According to the 2011 census data, 67.7% of journeys to work from Sawston involved some use of a car. Bus accounted for only 6.5% (Cycle 8.5%, Pedestrian 8.4%). The nearest secondary school, Sawston Village College is located 1,310m from the site (shortest pedestrian/cycle route)

ii. Could the impacts on the existing physical, social and educational infrastructure in Sawston as a consequence of the development of the site be adequately mitigated?

The distance from the centre of Sawston and the consequent car dependency of this development would place additional pressure on parking in central Sawston and at Sawston Health Centre. The existing High Street car park is already at capacity and parking regularly extends over 200m along Mill Lane from its junction with the High Street on weekdays. A similar situation frequently pertains at Sawston Health Centre with overflow parking in adjacent residential streets. There is no currently available site near the centre of the village which could be used to provide additional parking for the High Street. High Street parking could be partially mitigated by the provision of a small convenience

store within this or an adjacent site, provided that such a business could be shown to be viable, but additional parking at Sawton Health Centre would be difficult to achieve..

Sawton is served by two primary schools, Icknield (Lynton Way) and Bellbird (Link Rd.). Both schools currently have limited spare capacity (Icknield $191/210 = 19$ places, Bellbird $272/300 = 18$ places), A development of this size would be expected to generate requirements for 28 primary and 24 early years places. The nearest school is the Icknield and although this would be the obvious candidate for expansion, site constraints may limit this option. Expansion of the Bellbird to cater for children from this development would again increase car usage due to its distance from the site. Car drop offs and pick ups already cause significant congestion in Link Rd. at each end of the school day. Bellbird has been expanded twice since it was opened in 2007, most recently by the addition of a temporary classroom. It recently raised its capacity from 280 to 300. Sawton has a secondary school (Sawton Village College, comprehensive, ages 11-15) which currently has very limited spare capacity ($1011/1020 = 9$). It is possible that more capacity could become available in the future if pupils from Trumpington and the Western side of Great Shelford choose to attend the new secondary school on the Cambridge Southern Fringe Showground site. There is limited space for additional building on the existing site. The core buildings which date from 1936 are Grade II listed, which represents a significant planning constraint. A development of this size would be expected to generate a requirement for an additional 20 secondary school places.

A significant proportion of traffic generated by the development would be expected to leave the site travelling Eastwards, via Babraham High Street to the A1307. The junction of Babraham High Street and the A1307 is at the top of a rise of the A1307 and has partially obscured visibility to the South. The most recent three year accident record (2012-2015) recorded seven accidents at this junction, three serious. A firm commitment from the Highway Authority to upgrade the junction between Babraham High St and the A1307 should be obtained if this site is allocated.

School place generation calculated by using the current County Education Authority figures of 0.30 early years, 0.35 primary and 0.25 secondary places per average dwelling.

iii. Is the location of the site within the setting of the Grade II* listed Pampisford Hall?

Pampisford Hall is located at OS Grid Reference TL 50927 48414 and is located some 2.4 km from the site. Babraham Hall is closer, but that is still 1.5 km distant.

iv. Would the development of the site result in the loss of good quality agricultural land and wildlife habitats?

The site is underlain by the Holywell Nodular Chalk formation and the agricultural grade is 3a. It therefore falls within the NPPF definition of 'best and most versatile'.

A full ecological survey of the site has yet to be undertaken.

v. What, if any, would be the implications in terms of the development of the site if Cambridge City FC relocates to Sawston?

Although traffic flows would increase on Babraham Road on match days, the effect would be minimal.

SC5A.3 Site Reference H/1:c-Land South of Babraham Road

Submission by Cllr. David Bard & Cllr. Kevin Cuffley

i. Does the site represent a sustainable location in terms of its proximity to local facilities and services, and accessibility to sustainable modes of transport?

Part of the site is located within Babraham Parish. Since, in the absence of a boundary change, S106 and/or CIL monies for enhancement of local facilities required to mitigate the impact of this element of the development would normally accrue to the parish in which the development is located. It could be argued that for planning purposes, the portion of Site H/1c located within Babraham Parish should be regarded as being within Babraham. Since Babraham is classified as an infill village as defined in Policy S/11, development on this scale would clearly be contrary to that policy.

As far as facilities in Sawston are concerned, the site is located 1,450m from High Street shops (shortest pedestrian/cycle route to junction of Selsingen Way and Sawston High Street). The nearest bus stops CIT17 (20 minute service during day on weekdays to and from Cambridge, hourly service to Saffron Walden) are 830m (N end of Churchfield Avenue, N. Bound to Cambridge) and 645 m (N. end of Sunderlands Avenue, S. Bound from Cambridge). The bus follows different routes, N Bound and S bound through Sawston. The distance to the Health Centre is 2,920 m. From these figures, distances to the High Street shops and Health Centre are well over the recommended maximum of 800m and the distance to the Cambridge bound CIT17 service close to it. It is therefore likely that any development in this location would be highly car dependent. The reliability of the CIT17 has improved after complaints led to a public meeting in October, 2015, but this has been achieved by lengthening the scheduled journey time. The journey time from Churchfield Avenue to central Cambridge is currently 49 minutes and costs £6.40 (Dayrider Plus). Use of the Trumpington or Babraham Park & Ride service presents a quicker and cheaper option for reaching Cambridge and is the mode of choice for anyone with access to a car. According to the 2011 census data, 67.7% of journeys to work from Sawston involved some use of a car. Bus accounted for only 6.5% (Cycle 8.5%, Pedestrian 8.4%). The nearest secondary school, Sawston Village College is located 1,310m from the site (shortest pedestrian/cycle route)

ii. Could the impacts on the existing physical, social and educational infrastructure in Sawston as a consequence of the development of the site be adequately mitigated?

The distance from the centre of Sawston and the consequent car dependency of this development would place additional pressure on parking in central Sawston. The existing High Street car park is already at capacity and parking regularly extends over 200m along Mill Lane from its junction with the High Street on weekdays. There is no currently available site near the centre of the village which could be used to provide additional parking for the High Street. A similar situation frequently pertains at Sawston Health Centre with overflow parking in adjacent residential streets. This issue could be partially mitigated by the provision of a small convenience store within or adjacent to the site, provided that such a business could be shown to be viable.

Sawston is served by two primary schools, Icknield (Lynton Way) and Bellbird (Link Rd.). Both schools currently have limited spare capacity (Icknield $191/210 = 19$ places, Bellbird $272/300 = 18$ places). A development of this size would be expected to generate requirements for 91 primary and 78 early years places. The nearest school is the Icknield and although this would be the obvious candidate for expansion, site constraints may limit this option. Expansion of the Bellbird to cater for children from this development would again increase car usage due to its distance from the site. Car drop offs and pick ups already cause significant congestion in Link Rd. at each end of the school day. Bellbird has been expanded twice since it was opened in 2007, most recently by the addition of a temporary classroom. It recently raised its capacity from 280 to 300. Sawston has a secondary school (Sawston Village College, comprehensive, ages 11-15) which currently has very limited spare capacity ($1011/1020 = 9$). It is possible that more capacity could become available in the future if pupils from Trumpington and the Western side of Great Shelford choose to attend the new secondary school on the Cambridge Southern Fringe Showground site. There is limited space for additional building on the existing site. The core buildings which date from 1936 are Grade II listed, and represent a significant planning constraint. A development of this size would be expected to generate a requirement for an additional 65 secondary places.

A significant proportion of traffic generated by the development would be expected to leave the site travelling Eastwards, via Babraham High Street to the A1307. The junction of Babraham High Street and the A1307 is at the top of a rise of the A1307 and has partially obscured visibility to the South. The most recent three year accident record (2012-2015) recorded seven accidents at this junction, three serious. A firm commitment from the Highway Authority to upgrade the junction between Babraham High St and the A1307 should be obtained if this site is allocated.

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iii. Is the location of the site within the setting of the Grade II* listed Pampisford Hall?

Pampisford Hall is located at OS Grid Reference TL 50927 48414 and is located some 2.1 km from the site. Babraham Hall is closer, but that is still 1.6 km distant.

iv. Would the development of the site result in the loss of good quality agricultural land and wildlife habitats?

The site is underlain by the Holywell Nodular Chalk formation and the agricultural grade is 3a. It therefore falls within the NPPF definition of 'best and most versatile'.

A full ecological survey of the site has yet to be undertaken.

v. What, if any, would be the implications in terms of the development of the site if Cambridge City FC relocates to Sawston?

Although traffic flows would increase on Babraham Road on match days, the effect would be minimal.