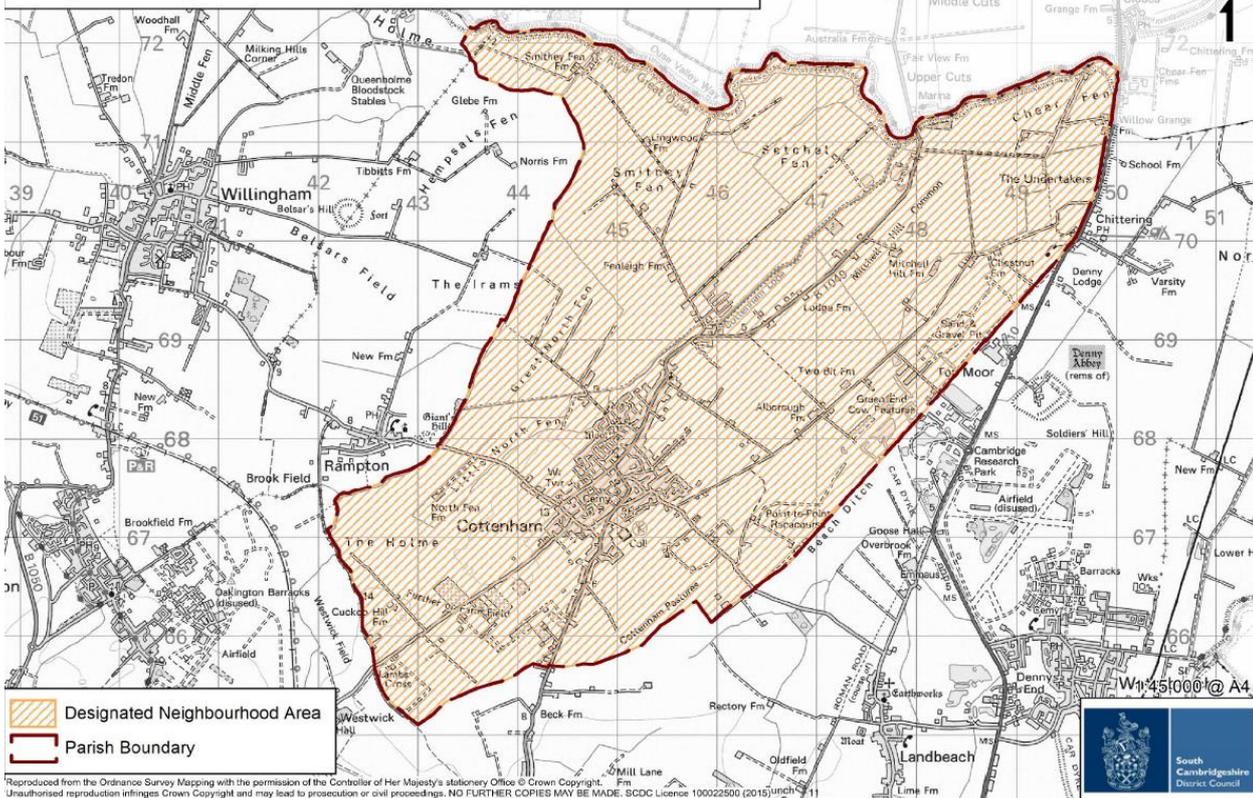


# Cottenham Civil Parish

## Neighbourhood Development Plan

### 2017 to 2031

Designated Neighbourhood Area: Cottenham - November 2015



## Cottenham Parish Council

### NP Evidence – Brownfield sites

December 2018

In 2031 Cottenham will still be an attractive safe rural village, proud of its character and retaining its sense of community with improved amenities and facilities, reduced impact of traffic, especially in the centre of the village, and having more affordable housing for the next generation of residents.



## Cottenham Neighbourhood Development Plan Submission Plan – NP Evidence Paper E2



### 1 Summary

- 1.1 Cottenham is seeking to re-develop sustainably several brownfield sites in the village centre in order to increase the amount of employment and residential opportunities in the village centre while improving the environment, as regards pedestrian safety, site utilisation and heavy goods traffic movements.
- 1.2 By relocating one engineering employer to the village edge, enough flexibility should be introduced to improve central healthcare, residential and retail facilities while significantly reducing heavy vehicle movements in the village centre.



Cottenham Neighbourhood Development Plan  
Submission Plan – NP Evidence Paper E2



Contents

1 Summary ..... 2
2 Situation ..... 4
3 Complications..... 5
4 Site assessment and allocation ..... 6
5 The need ..... 9
Policy AF/1: Medical & Day Centre ..... 9
Policy AF/7: Supermarket ..... 10
Policy E/3: new Durman Stearn site..... 10
Policy H/1: New housing development..... 11
Policy E/1: Village employment ..... 12
6 The brownfield sites..... 13
7 New Durman Stearn site ..... 15
Policy E/3: new Durman Stearn site (site d in Figure 3)..... 15
8 Co-op site ..... 16
Policy BF/4: Co-op site (site a in Figure 3)..... 16
9 Durman Stearn site ..... 18
Policy BF/2: Durman Stearn site (site b in Figure 3) ..... 18
10 Watson’s Yard ..... 20
Policy BF/3: Watson’s Yard / Fire Station site (site c in Figure 3) ..... 20
11 Evidence of community consultation and support..... 22
Appendix A: References ..... 25

## 2 Situation

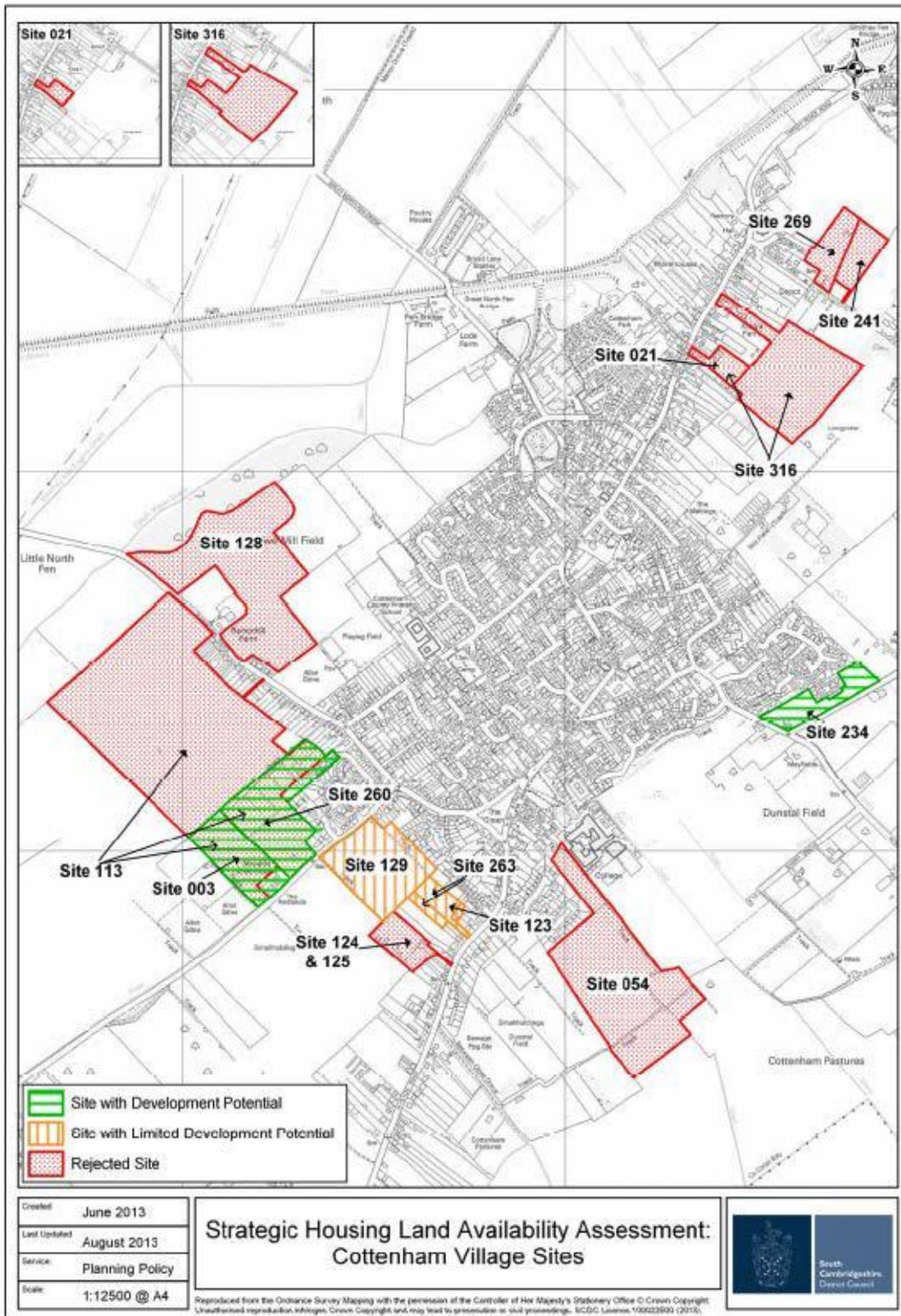
- 2.1 Cottenham has evolved from its saxon roots mostly through ribbon development along the five arterial links with neighbouring villages followed by in-fill and backland development with an occasional larger residential cluster.
- 2.2 The streets are relatively narrow and footways were added as an afterthought so houses are often very close to increasingly heavy traffic with limited scope to protect against noise and vibration.
- 2.3 Most of the High Street properties originally had a house very near the street, with a side access to a yard and outbuildings and then on to open farmland. This suited an agricultural community well but has evolved over time. The yards near the village centre have mostly been developed as in-fill residential property with some becoming businesses or even small industrial estates. Further from the centre, the original character often remains with yards used by contract farmers or other businesses.
- 2.4 Evolution comes at a cost in traffic terms; as larger vehicles, whether used for agricultural, construction, engineering or retail purposes manoeuvre in relatively narrow streets and driveways. This complexity of movement restricts opportunities for business expansion.

### 3 Complications

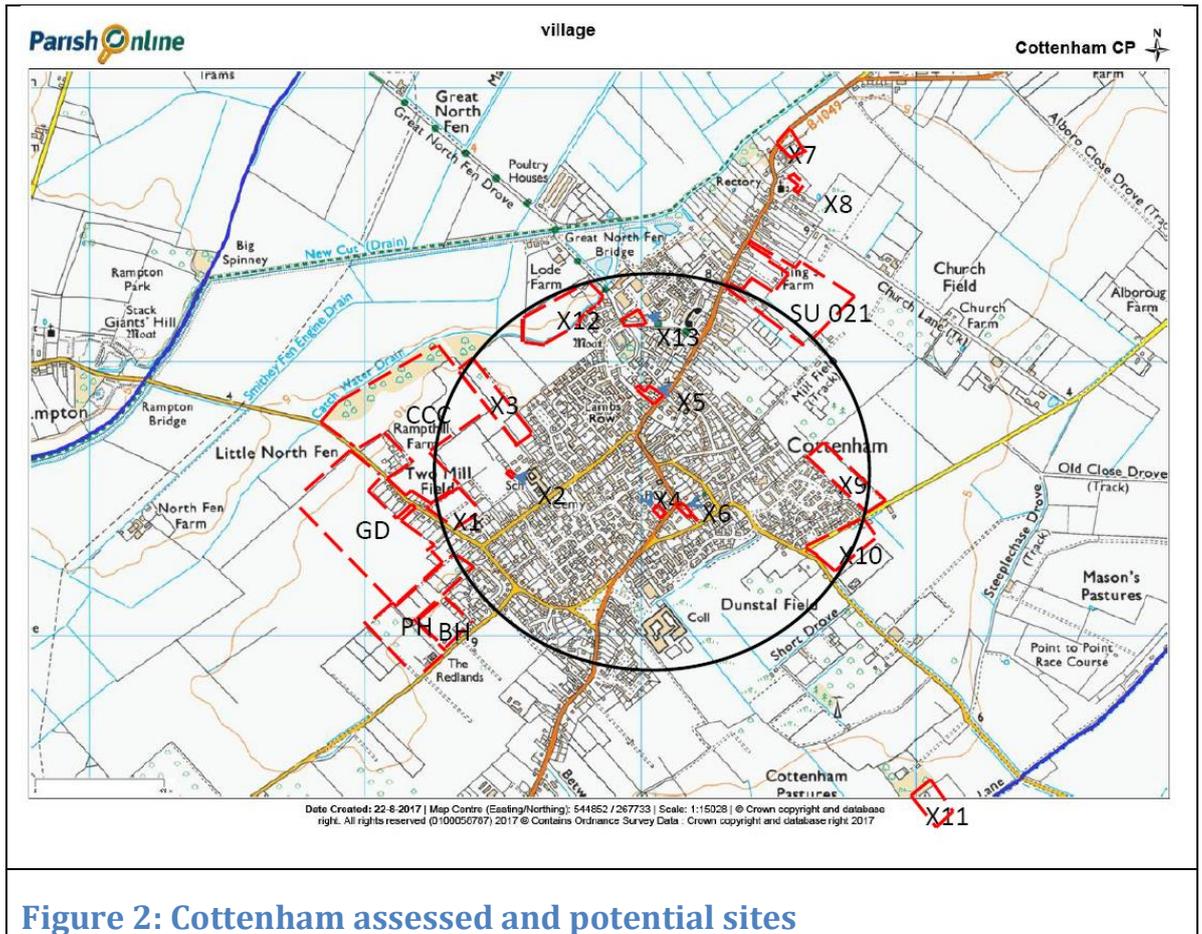
- 3.1 Cottenham's population has doubled from about 3,000 to a little over 6,500 since the 1970 Parish Plan, nearly fifty years ago.
- 3.2 Local employment opportunities have lagged behind the population growth which is driven mostly by economic expansion of Cambridge.
- 3.3 In 1970:
  - a) around 36% of the population lived and worked in Cottenham,
  - b) around 46% of the population worked in Cambridge, and
  - c) around 76% of those who worked in Cottenham also lived here.
- 3.4 By 2017 it is understood that, due to economic growth in Cambridge and increasing local housing costs:
  - a) a smaller proportion now live and work in Cottenham,
  - b) a higher proportion work in Cambridge, and
  - c) a smaller proportion of those who work in Cottenham also live here.
- 3.5 A further substantial population increase, anticipated following recent planning permissions for nearly 500 homes, could increase local employment opportunities, especially in education and healthcare and various consumer services and trade activities, but the homes are unlikely to be affordable for people employed locally.
- 3.6 The Cambridge area is a strategic site for economic development and above average growth seems likely for some time into the future. While Cottenham is not a strategic site for South Cambridgeshire District Council due to its limited infrastructure, especially roads and public transport, and location between flood plain and Green Belt, development pressure is likely to continue.
- 3.7 This combination of population growth and under-utilised central brownfield sites creates an incentive to re-develop some sites to refresh existing employment and retail opportunities while adding some much needed lower cost 1 to 2 bedroom residential accommodation.

## 4 Site assessment and allocation

- 4.1 Several planning priorities emerged from the survey conducted in late 2015 to early 2016:
- A Medical Centre, large enough to house both existing practices and with a wider range of services
  - A new, larger Village Hall and Nursery, to cater for all age groups and abilities
  - A larger supermarket, with safer delivery facilities and more accessible parking
  - Measures to reduce traffic flows within the village
  - Two or three housing development sites (each for 30 to 50 houses) near the village edge
  - More and better connected open space within the village supporting a wider range of activities
  - Conserving the character of the village and surrounding landscape
- 4.2 Figures 1 and 2 show all the sites under consideration and offered for public comment in the **draft pre-Submission Plan (v2.1)**.
- A number of possible **SHLAA\*** sites (see Figure 1) were appraised and rejected by the District Council in recent years, although some speculative applications have subsequently emerged and been permitted for development.
  - Further sites – X1 to X13 in Figure 2 - emerged during the “**call for sites**” stage of preparation of this plan.
- 4.3 The circle encloses sites which would encourage residents’ use of village facilities and minimise additional traffic by being within a nominal 800 metre easy walking distance of the **village core**.
- 4.4 A **Housing Needs Assessment** conducted in late 2017 has re-appraised the need for additional affordable and market housing in Cottenham. This demonstrated that, following recent planning permissions, Cottenham has already met its fair share of housing development but there are some specific needs for flats, 2-3 bedroom affordable homes and truly affordable homes (see NP Evidence Paper E/1).
- 4.5 This paper explores the role of brownfield sites in meeting the need.



**Figure 1: Map of the Cottenham sites in the 2013 SHLAA**



## 5 The need

- 5.1 To retain sustainability, Cottenham's emerging Neighbourhood Plan has identified a number of facilities which require extension or upgrading, including a modern Medical Centre (see policy AF/1), safer location for a supermarket (see policy AF/7), relocation of a heavy engineering business to a village edge location (see policy E/3), some lower cost residential accommodation (see policy H/1) plus some small business and/or retail premises (see policy E/1).
- 5.2 Suggested policies for these four initiatives are:

### Policy AF/1: Medical & Day Centre

Support development, on a central village site, of:

A. a **Medical Centre** and, if feasible,

B. a drop-in **Day Centre** facility for the elderly and less mobile residents:

These facilities must:

- i. be imaginative and original in design, to extend and renew the distinctive character and traditions of Cottenham's built environment, and
- ii. contribute to safer traffic movements by inclusion of appropriate on-site parking and delivery facilities.

**Why establish a central Medical & Day Care Centre? More people in the village overall, with a higher proportion being elderly or less mobile, will increase demand for medical services at a time when the current facilities are already regarded as inadequate by most residents.**

- 5.3 The Medical Centre objective is to provide a building large enough to cater for an expanded population of 8,000 based on both existing GP practices.
- 5.4 The Day Centre objective is to provide a central, fully-accessible drop-in meeting place / waiting area for elderly and less mobile residents so they can socialise while attending the medical centre.
- 5.5 A central village site will encourage walking by able-bodied residents living in or near the centre. Provision of secure cycle parking and nearby community bus stop should help discourage car use by those living further afield in the village and beyond.
- 5.6 Village Design Statement **policy B/1** advises "High-quality contemporary architecture is encouraged. Imaginative and original design can extend and renew the distinctive character and traditions of Cottenham's built environment".
- 5.7 Several sites have been considered (see Figure 1), including the preferred Durman Stearn with either the Co-op site or Watson's Yard as reserve sites if the preferred option is not feasible or not implemented within 5 years.

### Policy AF/7: Supermarket

Development of a replacement supermarket to meet local needs will be supported in the village centre, provided this:

- a) creates safer traffic movements by including appropriate on-site parking and delivery facilities

**Why relocate the supermarket? The pedestrian entrance to the current supermarket site is located on a dangerous bend, often aggravated by vehicles parked outside rather than using the rear entrance and car park. The car park entrance itself is too narrow for two vehicles to pass and has poor visibility splays.**

- 5.8 The Co-operative supermarket, alongside the two convenience stores, is a vital part of the village's retail facilities and is looking to move to a larger central site within Cottenham.
- 5.9 Its current location, on a dangerous bend with limited visibility on the High Street, creates safety issues caused by HGV deliveries and inconsiderate, sometimes illegal parking at the front of the store.
- 5.10 Larger premises within the central area of the village would be ideal but availability of suitable centrally-located alternative sites is limited.
- 5.11 The Watson's Yard site (see Figure 1) is preferred; it is both suitable and will become available within the plan timescale.
- 5.12 The current site has access issues but could, following relocation, be re-developed as **affordable homes (H/1)** or, if the Durman Stearn site fails to materialise within five years and access issues are resolved, the **Medical Centre (AF/1)**.

### Policy E/3: new Durman Stearn site

Support the relocation of Durman Stearn and enable their expansion near the village edge on an existing Green Belt site in Hay Lane, provided this:

- a) can be shown to increase local employment, and
- b) reduces HGV traffic within the village core, and
- c) makes provision for increased public access to the countryside from a small car park near Beach Road.

- 5.13 **Why relocate Durman Stearn? Durman Stearn is an important employer in the village with potential to expand but its business is based on heavy machinery which does not sit well in a central village location. Moving to another location outside the village could bring additional benefits in terms of access to Green Belt countryside.**
- 5.14 Durman Stearn is one of the region's largest civil engineering and groundworks contractors.
- 5.15 Founded nearly 50 years ago in Cottenham, their current High Street premises within the Conservation Area have limited potential for growth leading to consideration and use of village-edge premises at Hay Lane for secure storage of more heavy machinery and potentially office accommodation for their HQ staff.

- 5.16 The alternative site on Hay Lane has established relevant planning B1, B2 and B8 permissions but facility expansion will be required if a transfer and growth are to be achieved.
- 5.17 Expansion beyond the current building footprint will be supported if provision is made to improve public access to the Green Belt countryside from a small car park adjacent to Beach Road.
- 5.18 The current site (see Figure 1), although in the Conservation area, has potential for re-development for a community-related purpose, either as a medical centre (**policy AF/1**) or for affordable housing (**policy H/1**).

### Policy H/1: New housing development

**Support development of at least 15 flats, each with 1 or 2 bedrooms, on central brownfield sites over the 15-year plan period, provided that:**

- a) the homes incorporate up-to-date communications technology to facilitate working from home and reduce car dependency, and**
- b) the homes remain available in perpetuity to residents with a local connection, and**
- c) designs (VDS B/1) are imaginative and original to extend and renew the distinctive character and traditions of Cottenham's built environment**

**Why include small flats? Given other developments, the focus in the NP is to deliver truly affordable homes for local people in perpetuity.**

- 5.19 Cottenham will have a shortfall of around 90 low-cost homes for local people by 2031, with a specific need for 1 to 2 bedroom accommodation.
- 5.20 Current SCDC policy requires 40% of homes within larger new developments to be classified as affordable (by households with lower than local median incomes) but only around 24 per 100 are prioritised for local people.
- 5.21 Around 250 additional homes would be needed to eliminate demand fully within mixed developments of market-priced and affordable homes and these would not be held for local people in perpetuity.
- 5.22 A Community Land Trust has more than usual flexibility on land which it could develop and, more importantly by reducing the profit available to landowner and developer, can guarantee lower priced homes available only to people with local connections "in perpetuity".
- 5.23 Cottenham Community Land Trust can deliver clusters of mixed (affordable and market-priced) developments with a higher than usual proportion being low-cost and retained for local people in perpetuity.
- 5.24 Repeated every 5 years, on brownfield or Rural Exception Sites, the CLT approach will deliver affordable homes at a rate equivalent to 4 times the rate of growth in demand for low-cost housing and eliminate the unmet demand.
- 5.25 Village Design Statement policy B/1 High-quality contemporary architecture is encouraged. Imaginative and original design can extend and renew the distinctive character and traditions of Cottenham's built environment, especially for designs of affordable homes.

- 5.26 **Why increase village employment? Increasing employment opportunities within the parish and especially the village are important but may increase traffic and parking issues.**

### Policy E/1: Village employment

**Support development of a wider range of small scale retail and commercial facilities within the village centre that:**

- a) minimise the amount of additional traffic, and**
- b) improve the presence, evenness and width of pavement provision in front of the development, and**
- c) where practicable, provides or increases readily-accessible on-site parking spaces and secure cycle stands to reduce the need for street-side parking.**

- 5.27 Within the village development framework, increased employment will arise from re-development of brown field sites mostly within improved amenities and facilities such as the Medical Centre (AF/1).
- 5.28 Developments within the village centre and within 400 metres of a well-served\* (bi-directional service to Cambridge) (public or community bus stop are favoured as they are less likely to increase vehicular traffic movements).
- 5.29 Developments likely to increase pedestrian or vehicular traffic should include measures to mitigate the effects of these or improve the pedestrian and cycling environment nearby.
- 5.30 Employment will also increase indirectly as a result of facilitating access to shops and other facilities by:
- a) improving pavement quality,
  - b) increasing the number of formal pedestrian crossings, near higher-use amenities
  - c) providing additional “edge of centre” parking spaces to stimulate trade without increasing demand for street-side parking
  - d) ensuring there are at least 2 cycle stands and at least 2 short-term parking spaces within 50 metres of each crossing place on the High Street
  - e) encouraging relocation of businesses requiring heavy vehicle activity away from the core to improve road safety.

## 6 The brownfield sites

- 6.1 As part of the Neighbourhood Plan research, three central sites (see Figure 1) were considered for extension, new build or refurbishment:
- Co-op site is a brownfield site located in the Conservation Area between the High Street and Denmark Road, close to neighbouring residences. It is privately operated and has some scope for new build but, being on a bend and with restricted rear access, has vehicles access issues, especially for deliveries by large articulate vehicles. Inclusion of some of the neighbouring BT site and surgery may enable better access.
  - Durman Stearn is a brownfield site located in the Conservation Area between Eastlands Close and the High Street, close to neighbouring residences. It is privately operated by a civil engineering business and has some scope for new build but has vehicle access issues.
  - Watson’s Yard is a brownfield site located in the Conservation Area, off the High Street, close to neighbouring residences. The site is in multiple ownership and has some scope for new build but has vehicles access issues. Inclusion of the neighbouring Fire Station site could be helpful but adds some complexity.

6.2 Durman Stearn (Civil Engineering) Limited has a parish-edge site at Hay Lane (d in figure 3) which could be used as a base for expansion and relocation.

6.3 The three sites were assessed by AECOM for suitability in a variety of purposes:

Fig 29 Reference	Policy reference	Description	Size (ha)	Possible uses	AECOM view	
b	BF/2	Durman Stearn	0.3	Med Centre, Retail, Residential	Suitable with minor constraints	
c	BF/3	Watson’s Yard / Fire Station	0.5	Supermarket, Fire Station, Residential	Suitable with minor constraints	
a	BF/4	Co-op	0.2	Med Centre, Retail, Residential	Suitable with minor constraints	

6.5 This section outlines some site-specific policies for their possible re-use to meet the plan’s priorities.

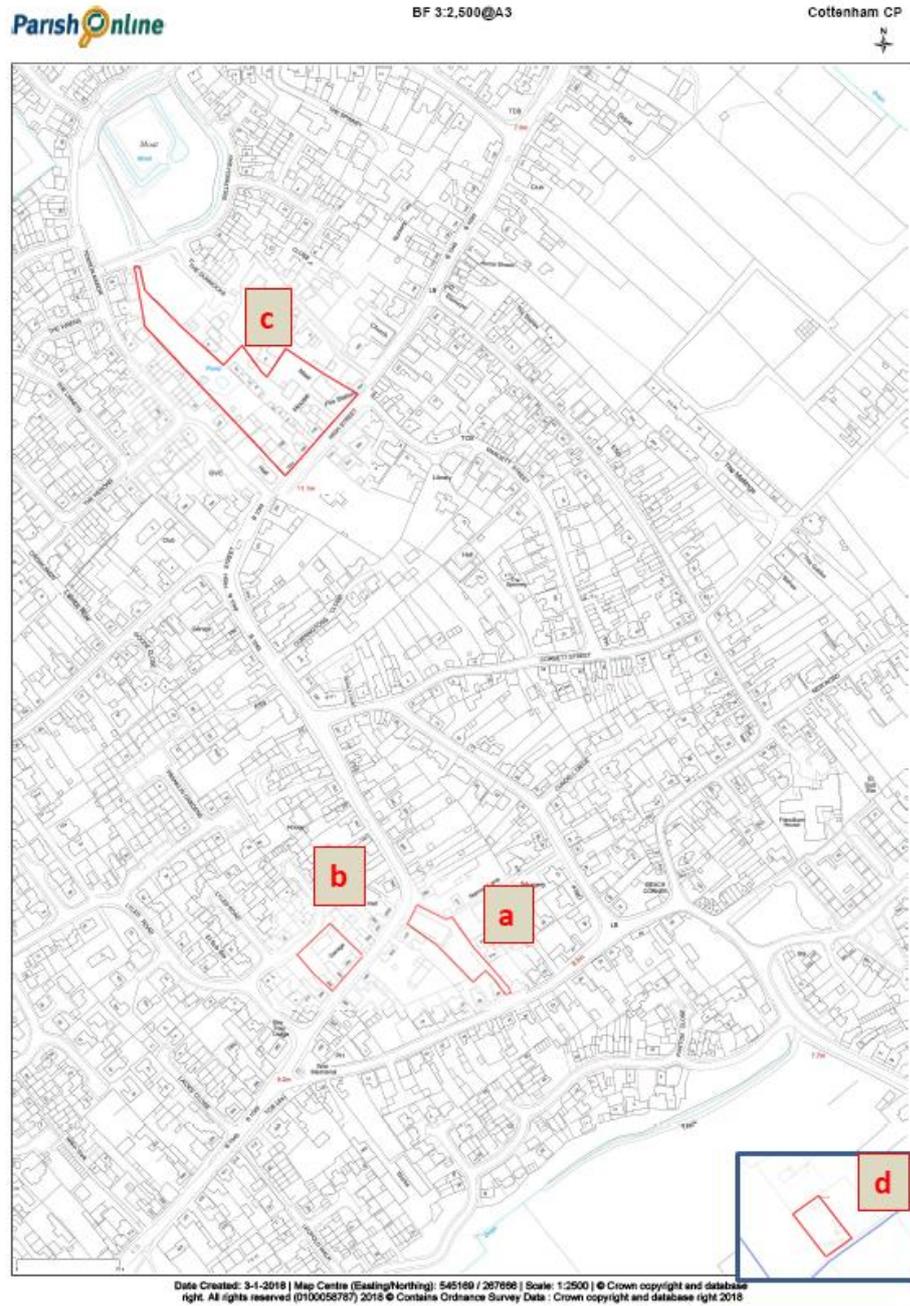


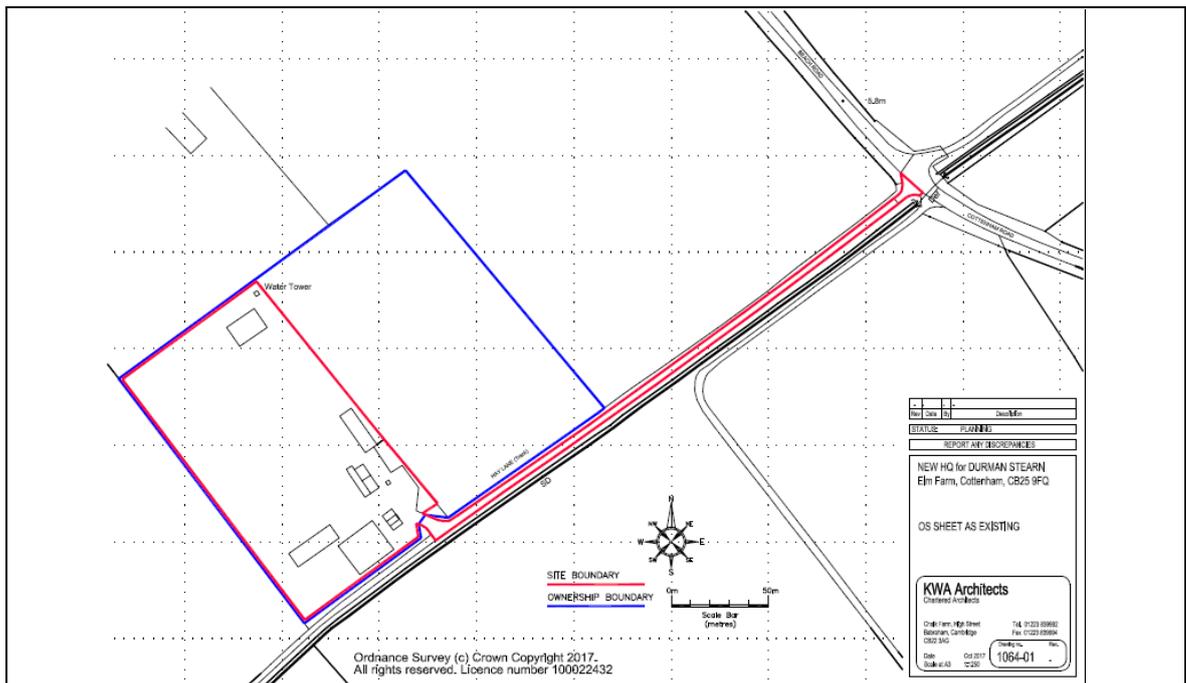
Figure 3: Sites reviewed as potential locations for brownfield sites

## 7 New Durman Stearn site

### Policy E/3: new Durman Stearn site (site d in Figure 3)

Support the relocation of Durman Stearn and enable their expansion near the village edge on a site in Hay Lane, provided this:

- d) can be shown to increase local employment, and
- e) reduces HGV traffic within the village core, and
- f) makes provision for increased public access to the countryside from small car park near Beach Road.



**Figure 4: the current site at Hay Lane used by Durman Stearn**

- 7.1 Durman Stearn is one of the region's largest civil engineering and groundworks contractors.
- 7.2 Founded nearly 50 years ago in Cottenham, their current High Street premises within the Conservation Area has limited potential for growth leading to consideration of parish-edge premises at Hay Lane for secure storage of more heavy machinery and potentially office accommodation for their HQ staff.
- 7.3 The alternative site on Hay Lane has relevant planning B1, B2 and B8 permissions but facility expansion will be required if a transfer and growth are to be achieved.
- 7.4 The Hay Lane site is relatively close to the A10 between Cambridge and Ely, a road which has been given high priority for capacity upgrade.
- 7.5 Expansion beyond the current building footprint will be supported if provision is made to improve public access to the Green Belt countryside from a small car park adjacent to Beach Road.
- 7.6 The current site, although in the Conservation area, has potential for re-development for a community-related purpose, either as a medical centre (policy AF/1) or for affordable housing (policy H/1).

## 8 Co-op site

### **Policy BF/4: Co-op site (site a in Figure 3)**

**Support development of the 2,000+m<sup>2</sup> High Street Co-op site, to provide:**

**A: 2 to 5 small retail or office units (see E/1), and**

**B: 5 to 10 1 or 2-bed affordable apartments on upper floors (see H/1)**

**The development must:**

- a) apply imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham's built environment and especially the buildings already on-site**
- b) include infrastructure for modern technology to facilitate "drop-in" working within walking distance of home**
- c) contribute to safer pedestrian, cycle and vehicular access by inclusion of 2-way vehicular access and appropriate on-site parking**

- 8.1 The Co-op provides an important food and grocery service for the village.
- 8.2 Their current High Street premises within the Conservation Area has pedestrian and traffic safety issues arising from:
  - 8.3 deliveries by HGV to the front of the premises involve complex reversing manoeuvres off a blind bend,
  - 8.4 parking is accessed from Denmark Street via a narrow access road leading to vehicles reversing onto Denmark Road,
  - 8.5 parking is not sufficiently convenient for some who park inconsiderately and illegally on the blind bend at the shop front
- 8.6 The site could be re-developed with a safer, wider (6+ metre width) front access to facilitate 2-way car movements alongside a segregated footway and a 1-way rear access.
- 8.7 The site, although in the Conservation area, has potential for re-development for a mixed development incorporating a small number of business or retail premises and low-cost apartments.



**Figure 5: the current site between the High Street and Denmark Road used by the Co-op supermarket**

## 9 Durman Stearn site

### **Policy BF/2: Durman Stearn site (site b in Figure 3)**

**Support development of the 3,000+ m<sup>2</sup> High Street Durman Stearn site to provide:**

**A: a modern Medical Centre and drop-in Day Centre (see AF/1) for elderly and less-mobile residents plus parking, OR – if this has been provided elsewhere in Cottenham -**

**B: 5 to 10 small retail or office units (see E/1) within refurbished buildings fronting the High Street, and**

**C: 5 to 10 1 or 2-bed apartments (see H/1) on upper floors across the site.**

**The development must:**

- a) apply imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham's built environment and especially the buildings already on-site**
- b) include infrastructure for modern technology to facilitate "drop-in" working within walking distance of home**
- c) contribute to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities**

- 9.1 The current site has potential for redevelopment as a modern Medical & Day Centre offering a wider range of services than the current practices to improve serve to residents and reduce traffic.
- 9.2 The buildings facing the High Street should be retained and, if necessary, re-purposed for business, residential or retail purposes.
- 9.3 Should an alternate site be identified for the Medical & Day Centre, the alternate E/1 and H/1 uses become appropriate.

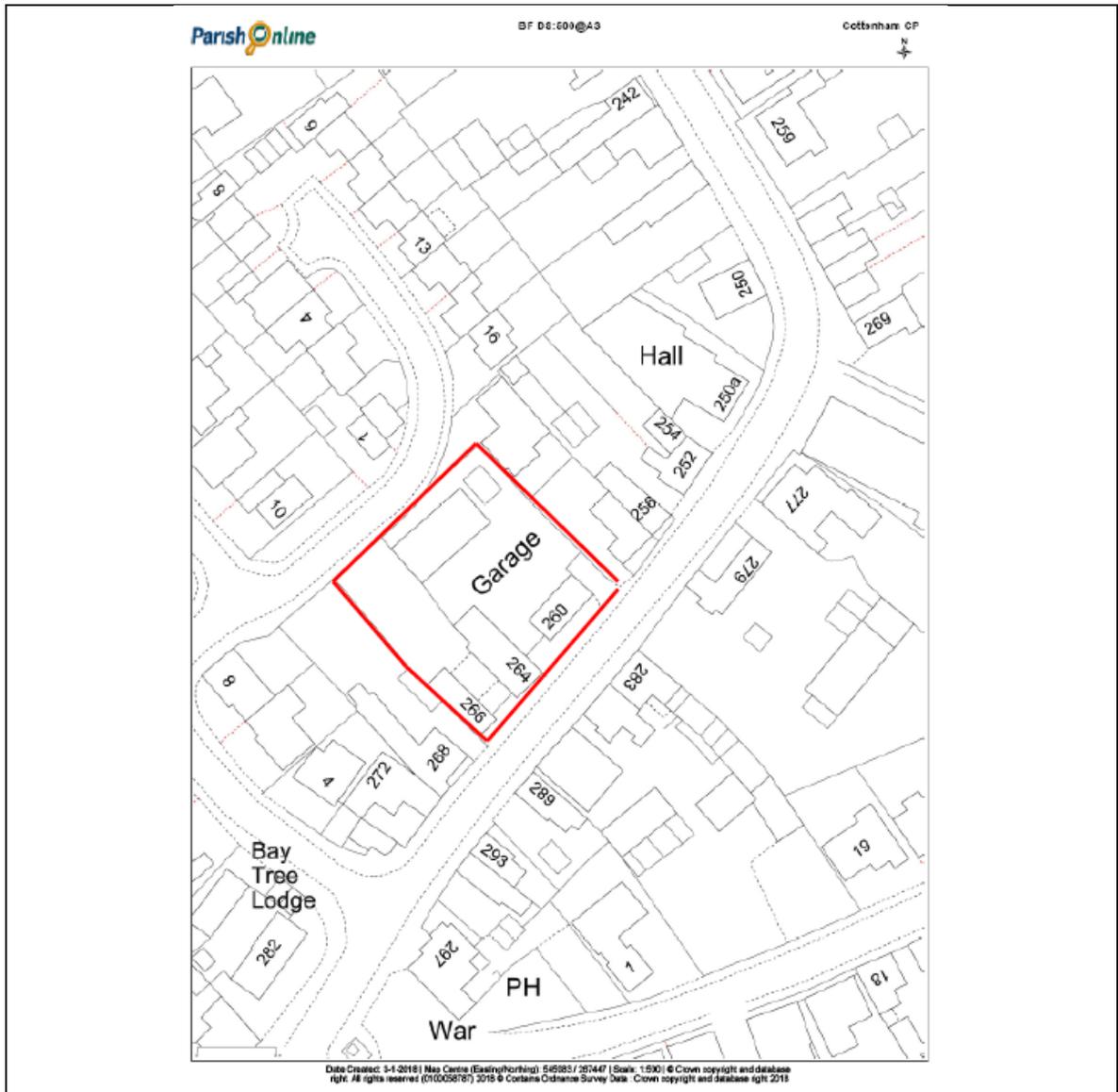


Figure 6: the current site between Eastlands Close and the High Street used by Durman Stearn

## 10 Watson's Yard

### **Policy BF/3: Watson's Yard / Fire Station site (site c in Figure 3)**

**Support development of the ~5,000+m<sup>2</sup> Watson's Yard / Fire Station site, if and when vacated, to provide:**

**A: a modern larger supermarket plus parking (see AF/7), and**

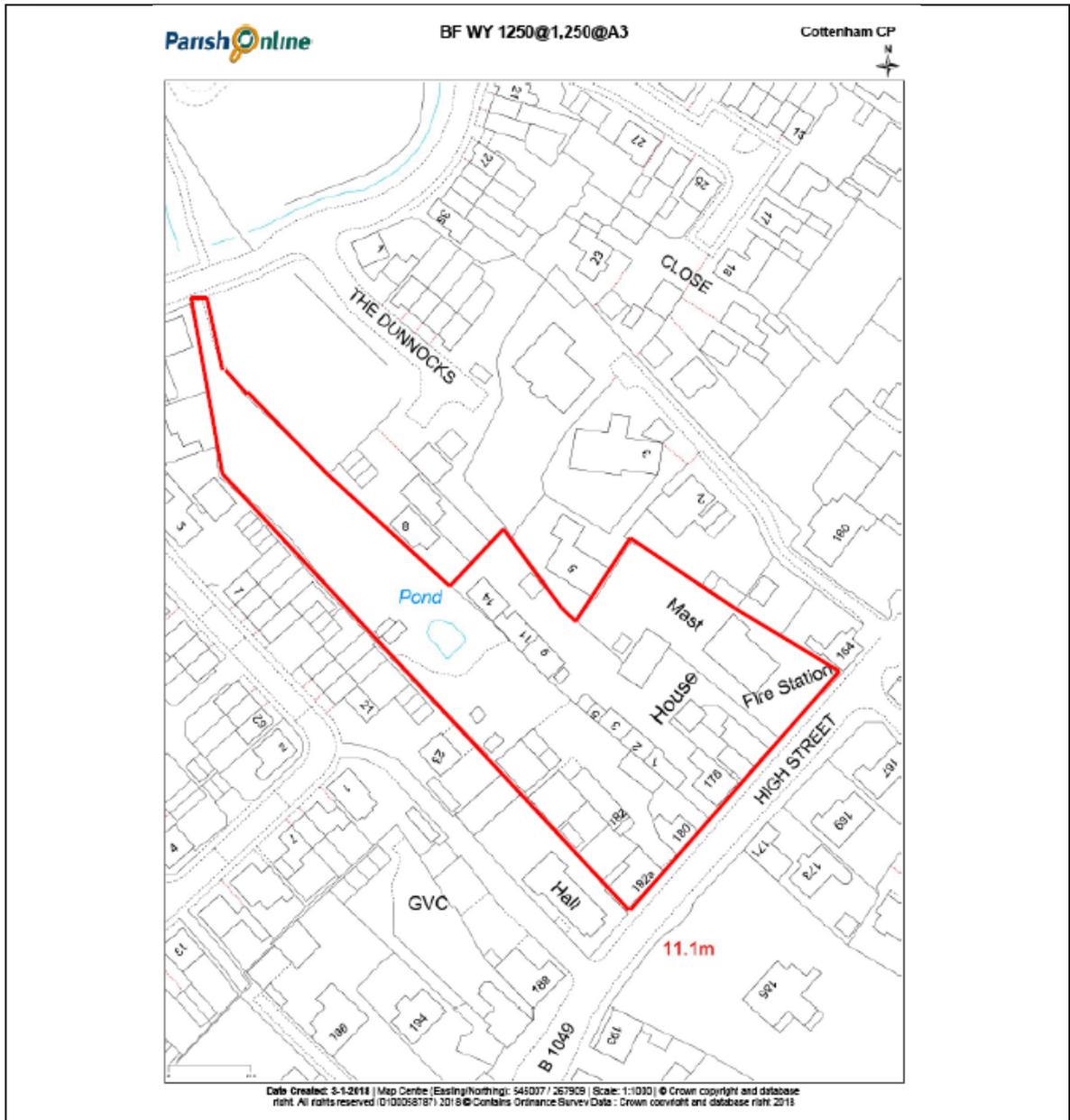
**B: a modernised Fire Station building and training area, and – if feasible -**

**C: 3 to 5 small High Street office or retail units (see E/1).**

**The development must:**

- a) retain adequate Fire Service provision within Cottenham village, and**
- b) apply imaginative and original designs to extend and renew the distinctive character and traditions of Cottenham's built environment and especially adjacent buildings in the Conservation Area, and**
- c) include infrastructure for modern communications technology to facilitate "drop-in" working within walking distance of home, and**
- d) contribute to safer pedestrian, cycle and vehicular access by inclusion of appropriate on-site parking and delivery facilities**

- 10.1 The current site is in multiple ownership but has potential for re-development to incorporate both a relocated supermarket (see policy AF/7) and modern Fire Station alongside a small number of business or retail units (see policy E/1)
- 10.2 Depending on the scale of proposed redevelopment it may be possible to incorporate the proposed Medical & Day Centre (see policy AF/1).



**Figure 7: the site off the High Street known as Watson's Yard and adjacent to the Fire & Rescue station**

## 11 Evidence of community consultation and support

11.1 In addition to many informal consultations by email, social media or face-to-face, there have been four principal sources to the NP:

- **Vision Plan** – this parish-wide survey in 2014, with 217 responses, focused on improvements to facilities:
  - 42% thought we needed a Health/medical centre
  - 37% thought Cottenham needed a wider range of shops/retail outlets
  - 23% thought Cottenham needed additional accommodation for businesses and start-ups
- **NP survey** – this parish-wide survey in the winter of 2016, with 973 responses, tested residents’ views on a wide range of issues:
  - Three findings relate to possible re-use of brownfield sites:
    - 79% of respondents thought improving welfare and day care facilities for the elderly and less mobile was important.
    - 60% of males and 54% of females thought improving local employment was important with numbers rising to 73% in the north of the parish and falling to 48% of those in the south probably reflecting the difference in accessibility to employment in Cambridge.
    - 51% thought more affordable or starter homes are needed

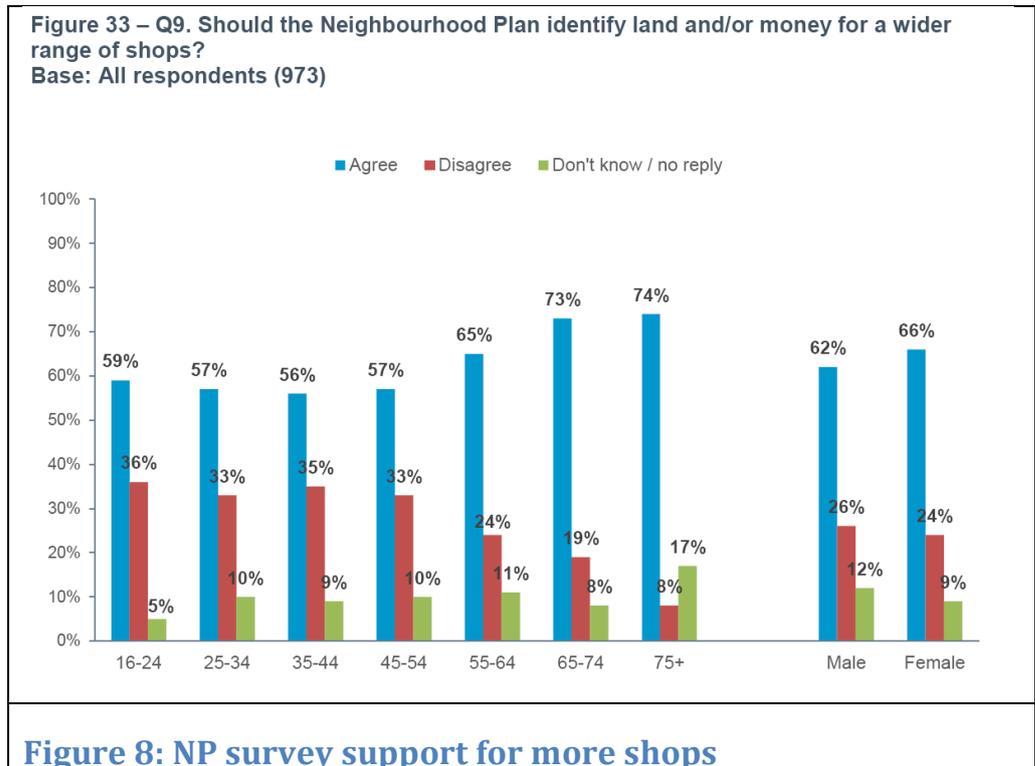


Figure 16 – Q7. Importance of improving number / availability of affordable homes (either to purchase or rent)  
Base: All respondents (973)

		Important	Not important	Don't know / no reply
Gender	Male	51%	39%	10%
	Female	52%	38%	11%
	Prefer not to say / no reply	50%	40%	10%
Age	16-24	50%	41%	41%
	25-34	57%	36%	36%
	35-44	39%	55%	55%
	45-54	58%	37%	37%
	55-64	53%	40%	40%
	65-74	51%	35%	35%
	75+	53%	24%	24%
	Prefer not to say / no reply	49%	33%	19%
Area	Beach Road area	43%	49%	8%
	Fens & Twenty Pence Road area	57%	30%	13%
	High Street / Conservation area	55%	37%	9%
	Histon Road area	50%	45%	5%
	Oakington Road area	44%	49%	7%
	Rampton Road area	48%	40%	12%
	Tenison Manor area	51%	38%	11%
	The Lanes	55%	32%	13%
	Outside or no reply	49%	31%	20%

Figure 9: NP survey support for affordable homes

Figure 21 – Q7. Importance of improving local employment  
Base: All respondents (973)

		Important	Not important	Don't know / no reply
Gender	Male	60%	29%	11%
	Female	54%	27%	19%
	Prefer not to say / no reply	62%	20%	18%
Age	16-24	55%	32%	14%
	25-34	49%	43%	8%
	35-44	54%	35%	11%
	45-54	60%	31%	10%
	55-64	64%	24%	13%
	65-74	55%	27%	18%
	75+	53%	14%	33%
	Prefer not to say / no reply	65%	12%	23%
Area	Beach Road area	61%	25%	13%
	Fens & Twenty Pence Road area	73%	13%	13%
	High Street / Conservation area	58%	28%	14%
	Histon Road area	48%	39%	13%
	Oakington Road area	56%	28%	16%
	Rampton Road area	52%	30%	18%
	Tenison Manor area	59%	27%	14%
	The Lanes	57%	22%	21%
	Outside or no reply	46%	26%	29%

Figure 10: NP survey support for increased local employment

- **7 issues** – this parish-wide survey in late 2017, with 466 responses, included testing residents' views on:
  - mixed developments (including 40% affordable homes) on brownfield sites in the village, and
  - the preferred location for a new Medical Centre, with:
    - 27% favouring the Durman Stearn site, and
    - 21% favouring the current Co-op site, and
    - 16% favouring the Watson's Yard site
  - the preferred location for a new supermarket, with:
    - 68% favouring the Watson's Yard site

## Appendix A: References

Reference	Paper
B1	Cottenham Neighbourhood Plan Survey – Final Report (NPS)
B2	Cottenham draft Pre-submission Neighbourhood Plan v2.1
B3	Cottenham draft Pre-submission Neighbourhood Plan v3.1
B4	AECOM Housing Needs assessment
B5	AECOM Site assessment
B6	AECOM Heritage & Character assessment
B7	Evidence Paper E1 Housing need and supply
B8	Evidence Paper E2 Brownfield sites
B9	Evidence Paper E3 Rural Exception Sites and Community Land Trust
B10	Evidence Paper E4 Recreation Ground
B11	Evidence Paper E5 Village Hall
B12	Evidence Paper E6 Nursery
B13	Evidence Paper E7 Medical and Drop-in & Chat Centre
B14	Evidence Paper E8 Village heritage and character
B15	Evidence Paper E9 NP Golden thread
B16	Evidence Paper E10 Burial ground extensions
B17	Evidence Paper E11 Drainage & Flooding
B18	Evidence Paper E12 Village Design Statement 2007
B19	Evidence Paper E13 Traffic & Transport Strategy
B20	Evidence paper E14: Community Transport
B21	Evidence paper E15: Play
B22	Evidence Paper E16: Open Space
B23	Cottenham draft Pre-submission Neighbourhood Plan v4.2
B24	Strategic Environment Screening Opinion
B25	Consultation statement
B26	Cottenham Submission Neighbourhood Plan v5
B27	Strategic Environment Assessment
B28	Basic Conditions Statement