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THIS DOCUMENT HAS BEEN PREPARED AND CHECKED IN ACCORDANCE WITH ISO 9001:2008

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1.0 INTRODUCTION
1.0 INTRODUCTION

1.1 THE PROJECT

This Design and Access Statement (DAS) has been prepared by LDA Design on behalf of Gladman Developments Ltd (GDL) in support of an outline planning application for the residential development of land off Rampton Road, Cottenham (referred to in this document as ‘the Site’). This application is a resubmission of application S/1818/15/OL which was refused by the Planning Committee on the 11th May 2016.

The application is for proposed residential development of up to 200 homes and up to 70 apartments with care (C2), and associated public open space.

The application is submitted in outline, with all matters reserved except access.

1.2 THE PURPOSE OF THIS DOCUMENT

The aim of this document is to present a coherent explanation for the development of the Site, how the design was derived and how it sits within its context. The document sets out the Site’s specific design principles and objectives and presents an illustrative masterplan that explains how development on the Site could be accommodated within the existing constraints and proposed design framework. A comprehensive analysis of the Site is provided and the relationship between the proposed development and its surroundings is explored.

The content of this document has been informed by a number of studies undertaken in 2014 and 2015 which examine the Site and its context with regard to transportation. It draws from the following related documents:

- Planning and Affordable Housing Statement;
- Air Quality Assessment;
- Arboricultural Survey and Assessment;
- Archaeological Desk-Based Assessment;
- Ecological Appraisal;
- Flood Risk Assessment;
- Foul Drainage Analysis;
- Ground Conditions Desk Study;
- Landscape and Visual Impact Assessment;
- Noise Assessment;
- Renewable Energy Statement;
- Socio Economic Report;
- Statement of Community Involvement (SCI);
- Transport Assessment; and
- Travel Plan

1.3 DOCUMENT STRUCTURE


The main sections and the content of the document are:

Section 1: Introduction
Sets out the scope and aim of the document and provides information on the methodology followed.

Section 2: Strategic Context
Provides an analysis of the Site within its wider spatial context in terms of location, services, transport infrastructure and character and outlines the planning policies that have helped formulate the design of the Site.

Section 3: Site Analysis
Provides analysis of the built and natural environment of the Site and its local context, including a brief summary of the key studies related to this document. This section sums up the main constraints and opportunities of the Site and offers an interpretation of the findings, translating them into a development framework.

Section 4: Design - Illustrative Masterplan
Presents the illustrative masterplan.

Section 5: Design - Rationale
Explains the principles that underpin the illustrative masterplan regarding land use, drainage, access and movement, landscape and green infrastructure, ecology, character and urban structure.

Section 6: Conclusion
Provides a brief summary of the key parameters, how the design principles are compliant with design policy and concludes by defining the key assets of the proposed development.

1.4 CONSULTATION

The strategy towards delivering the submitted design proposals has included a consultation process in order to ensure the preparation of a robust planning application that addresses feedback from Cambridgeshire County Council, South Cambridgeshire District Council, Cottenham Parish Council and the local community.

In order to seek to reach the widest number of residents and businesses in the area, the Applicant undertook a twofold public engagement exercise. In the first instance, a leaflet drop and secondly, dedicated website pages.

Full details are set out in the Statement of Community Involvement submitted with the application. Details of the proposed development have been available on the Gladman website. The website provides background to the factors which will impact on the surrounding area.

The members of the public have been encouraged to leave comments via email or letter.
1.0 INTRODUCTION

ABOUT GLADMAN DEVELOPMENTS

Gladman Development Ltd have successfully invested in communities throughout the UK over the past 25 years, developing high-quality and sustainable residential, commercial and industrial schemes. Public consultation is being undertaken by Gladman Developments Ltd in order to present our development proposals for Land off Rampton Road, Cottenham to the local community. We are proposing a new residential development of approximately 250 homes and 70 apartments with cars, together with new amenity open space.

The purpose of this consultation process is to outline the details of the draft scheme and seek comments from the local community which will be considered before the outline planning application is lodged with South Cambridgeshire District Council.
2.1 THE SITE AND ITS LOCATION

2.1.1 THE SITE
The Site is located on the southern edge of Cottenham village, approximately 10km north of Cambridge City centre and 7km north east of the A14. The Site comprises a large arable field, which is bordered by existing residential development to the north east along Rampton Road. The Site is 14.16 ha in size.

The Site is bounded to the north east by Rampton Road and a linear development of two storey houses; to the north west by a field boundary demarcated by a post and wire fence and associated gappy hedgerow; with the south east and south west boundaries located along historic field boundaries not currently delineated by any form of enclosure.

To the north of the Site is the Little North Fen lying between the Site and Rampton to the north-west, to the immediate east lies the existing settlement of Cottenham village, to the south is Oakington Road, with broad, generally low-lying arable farmland to the west.

2.1.2 THE NEED FOR HOUSING
Every Local Planning Authority is required by the Government to boost significantly the supply of housing and to make planning decisions in the light of a presumption in favour of sustainable development.

South Cambridgeshire District Council (SCDC) has stated a target of 1,176 new dwellings per annum as identified within the adopted Core Strategy DPD 2007. Whereas the emerging Local Plan policy identifies a need for an average annual figure of 975 new homes. This figure has not yet been found sound and remains subject to considerable outstanding objections. The Objectively Assessed Housing Need (OAHN) and other matters will be considered at the forthcoming resumed Public Examination hearings in June 2016.

Cottenham is identified within the emerging South Cambridgeshire Local Plan 2011-2031 as a Rural Centre within the settlement hierarchy, and is considered among the most sustainable villages within the District to accommodate a proportion of the District’s future housing growth. Settlements like Cottenham provide opportunities to help meet future housing targets. Rural Centre settlements have a better range of services and facilities when compared to smaller settlements and as such are better placed to accommodate some growth. The Site is located behind existing housing along Rampton Road, making it sustainably located.

To the north, growth is limited by the flood zone associated with Smithey Fen Engine Drain and Catch Water Drain; the existing “green” settlement edge defined by woodland blocks such as Les King Wood; and landscape features such as Smithey Fen Engine Drain itself.

To the north-east, growth is constrained by its close proximity to Cottenham’s Conservation Area and its potentially sensitive rural setting. In addition, there are notable woodland blocks in this area providing a green edge to the village that should be retained to maintain the wooded character to the edge of the settlement.

To the south, the Cambridge Green Belt restricts urban expansion. Therefore the least constrained location for Cottenham to expand is to the south-west, such as the location of the site.

2.1.3 CONTEXT ANALYSIS
A brief analysis of Cottenham and its rural context has indicated how and where the village should develop shown in Figure 03.

To the north-east, growth is constrained by its close proximity to Cottenham’s Conservation Area and its potentially sensitive rural setting, as well as the setting of the listed and local landmark of All Saints Church. In addition, there are notable woodland blocks in this area providing a green edge to the village that should be retained to maintain the wooded character to the edge of the settlement.

To the south, the Cambridge Green Belt restricts urban expansion. Therefore the least constrained location for Cottenham to expand is to the south-west, such as the location of the site.

FIGURE 02: SITE CONTEXT PLAN
FIGURE 03: CONTEXT ANALYSIS PLAN

2.1.3 CONTEXT ANALYSIS
A brief analysis of Cottenham and its rural context has indicated how and where the village should develop shown in Figure 03.
2.2 PLANNING CONTEXT

A full analysis and assessment of the Planning Policy context is set out in the Planning Statement that accompanies the application. The information below outlines policies which refer specifically to design and access.

2.2.1 NATIONAL PLANNING POLICY FRAMEWORK

The ministerial foreword to the National Planning Policy Framework (NPPF), March 2012, makes clear that the purpose of planning is to help achieve sustainable development. The NPPF sets out the Government’s economic, social and environmental planning policy and states that at the heart of the NPPF is:

“presumption in favour of sustainable development, which should be seen as a golden thread running through both planning and decision-taking”.

The importance of good design is mentioned in the Ministerial Foreword to the NPPF and is emphasised in policies throughout the document. Paragraph 17 lists twelve core land use planning principles underpinning both plan making and decision taking, one of which is that planning should:

‘Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings’.

In March 2014 Planning Practice Guidance (PPG) was published to provide guidance on the implementation of the NPPF. The design section of the guidance establishes that the following issues should be considered:

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Crime prevention;
- Security measures;
- Access and inclusion;
- Efficient use of natural resources;
- Cohesive and vibrant neighbourhoods.

2.2.2 LOCAL DEVELOPMENT FRAMEWORK

The development plan documents of relevance to this application currently comprise the adopted policies of SCDC’s Local Development Framework (2010) including the Core Strategy (2007).

On 28 March 2014, the South Cambridgeshire Local Plan and its supporting documents were submitted to the Planning Inspectorate. It is intended to be the successor to the Council’s adopted Local Plan (2004) which has been largely replaced by policies contained within the adopted Core Strategy (2007) and its supporting documents.

Further details regarding the status of SCDC’s planning policies are considered within the Planning Statement that accompanies the application.

CORE STRATEGY DEVELOPMENT CONTROL POLICIES (JULY 2007)

The South Cambridgeshire District Core Strategy (SCDCS) was adopted in 2007 and will guide development in the District until such time as the new Local Plan has been adopted.

The following Policies are considered relevant to this document:

**Development Principles:**

- Policy PD1 - Sustainable Development outlines the Council’s principles for a sustainable approach to development.
- Policy PD2 - Design of New Development seeks to ensure that all new development is of high quality design and appropriate in terms of scale, use and character to its location.
- Policy PD3 - Development Criteria states the required elements that development should provide i.e. affordable housing, parking, play space and states that development which fails to respect, or has an adverse impact on the surrounding environment will be refused.
- Policy PD4 - Infrastructure and New Developments state the requirements for highways and accessibility improvements for new development.
- Policy DP5 - Development Framework states the criteria required for development on unallocated land to be considered acceptable.
- Policy HG1 - Housing Density states that national policy towards development and flooding risk will be adhered to.
- Policy HG2 - Housing Mix requires that proposals incorporate a range of house types, sizes and affordability to meet local needs.
- Policy HG3 - Affordable Housing seeks the provision of 40% affordable dwellings on all sites of 2 or more dwellings.
- Policies HG4 and HG5 outline where exceptions to this requirement may be applicable.

**Services And Facilities:**

- Policy SF10 - Outdoor Play Space, Registered Play Space and New Development states the requirement for new developments to contribute towards the provision of new open space and recreation facilities.
- Policy SF11 - Open Space Standards outlines the Council’s open space standards for Outdoor Sport, Children Playspace and Informal Open Space.

Natural Environment:

- Policy NE3 - Landscape Character Area states that housing developments should respect, retain and/or enhance the local landscape character.
- Policy NE4 - Landscaping states that housing developments should respect, retain and/or enhance the local landscape character.
- Policy NE5 - Water and Drainage Infrastructure requires housing proposals to ensure existing drainage and water facilities are adequate or agreed future provision.
- Policy NE6 - Flood Risk states that national policy towards development and flooding risk will be adhered to.

Cultural Heritage:

- Policy CH1 - Archaeological Sites states that Archaeological sites will be protected in accordance with national policy.
- Policy CH2 - Archaeological Sites states that Archaeological sites will be protected in accordance with national policy.
- Policy CH3 - Archaeological Sites states that Archaeological sites will be protected in accordance with national policy.

These documents are as follows:

- Open Space in New Developments SPD (2009)
- Biodiversity SPD (2009)
- Landscape in New Development SPD (2010)
- Public Art SPD (2009)
- Trees and Development SPD (2009)
- Affordable Housing SPD (2010)
- Listed Buildings (2009)
This section describes the existing transport infrastructure and connections in the area. Government and Local Policy encourages developments to be planned in such a way as to reduce the reliance on private cars and encourage alternative modes of travel. This principle also helps to reduce the local impact on the road network resulting in a better integrated development.

Surveys were carried out in 2015 to investigate flows on the local road network. Checks were also carried out on the nature of the network and any particular constraints. The findings of the surveys are outlined in the Transport Assessment and Travel Plan that accompany the application.

The Strategic Context plan (Figure 04) opposite identifies major and local road links to larger settlements within the area. The Local Services and Facilities plan (Figure 05) identifies the local amenities within approximately 2km of the Site.

2.3.1 LOCAL ROAD NETWORK
Cottenham is served by five principal access roads: Cottenham Road (B1049), Oakington Road, Rampton Road and Twenty Pence Road (B1049). The village centre is found along High Street approximately 800m east of the Site.

The B1049 (Cottenham Road, High St and Twenty Pence Road) is the main route through the village and connects Cottenham with Cambridge to the south as well as rural settlements to the north.

The B1049 links the village to the wider road network, providing access to larger service and economic centres in the area, such as Histon and Impington. The surrounding villages are linked by a network of rural roads.

The proposed housing development will be accessed from Rampton Road which links Cottenham with Rampton village to the north west. Rampton Road is served by a footway which provides a convenient pedestrian link between the villages and accessible open spaces/recreational routes in between, such as Les King Wood, New Cut Drain and Giants Hill.

2.3.2 PUBLIC TRANSPORT
The Site is well served by a number of bus routes operating along Rampton Road and Lambs Lane where there are two bus stops within 5 minutes walking distance from the Site. These routes link the Site to Cambridge, Impington and Ely as well as a number of surrounding villages and main economic centres in South Cambridgeshire District.

No - Route
| Citi 8 – Cottenham - Histon - Cambridge |
| 110 – Impington - Histon - Ely |

The nearest train station is at Waterbeach, approximately 8km from the Site. The station operates services to Peterborough, Cambridge, Stansted Airport, London and Birmingham.

The Cambridge Guided Busway has a station at Oakington which is accessible by cycling, approximately 3.5km from the Site. The station operates services to Huntingdon, St. Ives and Cambridge.

2.3.3 PUBLIC RIGHTS OF WAY CYCLE AND RECREATIONAL ROUTES
There are a number of Public Rights of Way within the local area including a public footpath which follows the route of New Cut Drain located 800m to the north of the Site. These link the Site with the rural landscape to the north, east and west and provide a good level of connectivity to the wider countryside.

There is a community woodland within 400m of the Site’s north eastern boundary called Les King Wood which has informal walking routes and is linked to the village.

National Cycle Route 52 passes within 3.5km of the Site near Oakington. There are no major cycle routes in close proximity to the Site. However, local roads and topography are considered to be suitable for cycling.

2.3.4 LOCAL SERVICES AND AMENITIES
Cottenham has an identified service and community role that also serves surrounding settlements. The village has a variety of shops and facilities, including a primary school, a secondary school, a preschool, two nurseries, a GP surgery, a supermarket, local shops and post office, a village hall and a community centre.

Sports pitches and the village recreation ground, which includes an equipped play area, are located to the north-western edge of the village, 300m north-east of the Site. Allotments are located on Rampton Road, lying within 100m to the north-east of the Site.

Additional facilities in the northern suburban area of Cambridge, approximately 7km away, include a leisure centre, library, two supermarkets, a secondary school, three primary schools, doctors and dental surgeries.

The plan opposite identifies local facilities within 2km of the Site, including:

- Public House
- GP Surgery
- Nursery
- Co-operative supermarket and Post Office
- Recreation ground and sports pitches
- Village Hall
- 2 Churches
2.0 STRATEGIC CONTEXT

Site Boundary
Distance from Site (5km)
Major Employment Area

Figure 05: Strategic Context Plan

Figure 06: Local Services and Facilities

Legend
- Site Boundary
- Distance from Site (5km)
- Major Employment Area

RAMPTON ROAD, COTTENHAM
2.4 LANDSCAPE CONTEXT

A Landscape and Visual Impact Assessment (LVIA) of the Site and surrounding area was undertaken in April 2015 and forms the basis of the Site’s landscape analysis.

2.4.1 TOPOGRAPHY

The topography of the Site and the surrounding area is shown on Figure 06 below.

The Site is located within an area of gently rising terrain within a broadly level landscape. The village of Cottenham sits on a shallow ridge on the border of The Fens. The Site comprises an area of relatively flat terrain which begins to gradually fall towards the north west boundary at an approximate gradient of 1 in 30m.

2.4.2 VEGETATION

The Site contains relatively little boundary or other vegetation as the Site comprises wholly of an arable field. Field boundaries where present are generally fragmented species poor hedgerows, with only one, along Rampton Road, found intact. A Leylandii hedgerow is found on the Site’s eastern boundary enclosing a private allotment outside the Site. A small group of trees are located at the Site’s southern corner.

2.4.3 LANDSCAPE CHARACTER

To the south west the Site boundary follows a former field boundary now only demarked by a small clump of overgrown hedgerow vegetation. To the north, the Site boundary follows the line of a fragmented hedgerow.

Within the wider area, woodland is scarce though new plantations are dispersed within the agricultural land surrounding Cottenham. Tall tree belts are also visible on the horizon in many directions. Orchard plantations are commonly found near to settlement edges and farmsteads.

2.4.4 VISUAL

The Site is open to views from locations in the surrounding landscape, being located on a landscape. There is limited screening in close proximity to the Site which allow some views towards the Site such as from Rampton Drift and New Cut Drain.

The Fenlands to the north east is a landscape of organised drainage patterns overlain with a more haphazard pattern of settlement and tree cover. It is a large open landscape with distant views where the belts and individual trees merge together to create the impression of a tree-covered horizon.

There are many ‘islands’ which rise above the flat fenlands. These islands are significant in the landscape: most are occupied by settlements, as can be seen in Cottenham. The expansive open landscape occasionally allows for long distance views where agricultural land meets the sky.

However the generally flat terrain, roadside vegetation, tree belts and woodlands found within the surrounding landscape, combine to screen the Site from view in many locations within the wider area.
2.0 STRATEGIC CONTEXT

Approximate extent of Site

VIEWPOINT 1: RAMPTON ROAD, COTTENHAM

Les King Wood
All Saints Church
Properties on Rampton Road
Water Tower
Cottenham settlement edge
Tree belt next to Oakington Road

Les King Wood
Properties on Rampton Road
Catch Water Drain
Ridgeline on Site
Tree belt next to Oakington Road

Rampton Road
Properties on Rampton Road
Approximate extent of Site

Water Tower
Smithey Fen Engine Drain
Properties on Rampton Road
Les King Wood

VIEWPOINT 2: RAMPTON ROAD, 380M NORTH OF THE SITE

VIEWPOINT 3: NEW CUT DRAIN PUBLIC FOOTPATH, 1KM NORTH EAST OF THE SITE
2.5 TOWNSCAPE CONTEXT

On site observations have been undertaken to gain an understanding of the local vernacular and how this may influence the masterplan.

2.5.1 SETTLEMENT DEVELOPMENT

The Site is located on Rampton Road, which lies on the north western edge of Cottenham village.

The settlement at Cottenham first began on a fertile ridge which lies on the border with The Fens. The earliest settlement occurred during the Saxon period, taking the form of a dense nucleus of short rectangular plots fronting onto a network of ‘Lanes’ at the centre of the village.

Later medieval settlement took on a more linear form most evident in the mile long dog-legged High Street which runs from the village green to All Saints Church. The High Street was lined with long rectangular farmhouses (with outbuildings and farmyards to the rear), which back onto the adjoining agricultural land. This pattern of settlement is still evident towards the north eastern end of High Street.

Late 19th and early 20th Century settlement along Lambs Lane, Rampton Road and Histon Road also reflected this linear pattern and plot shape.

During the post-war period (1950’s to 1970’s) Cottenham saw significant expansion of housing estates on agricultural land and orchards at the centre and on the edge of the village.

Modern housing development (1980’s - present) occurred to a lesser degree in two schemes to the north western and south eastern edges of the settlement.

2.5.2 THE SETTING

Cottenham sits largely on a low-lying ridge in a generally flat landscape with broad long distance views available from certain locations around the settlement edge. The majority of tree cover is found along the edge of Cottenham that provides a notable green edge to the village, although not wholly screening built form.

Views to the rural landscape from Cottenham often comprise broad open skylines, while distant views of ‘Fen Islands’ provides the setting in some isolated locations.

Housing on Rampton Road opposite the Site comprises a linear series of two story detached houses set back from the highway but with long plots similar to those on High St.

Elsewhere in the village, 18th 17th Century thatched, timber framed houses survive, with the most notable examples found near All Saints Church.

The distinctive Edwardian Cottenham Villas that line High St are typically flat fronted detached or semi-detached buildings with the occasional short terrace. These villas, with hipped roofs, deep eaves and elliptical arched doorways, front directly onto the street in most instances.

Modern buildings, particularly single developments within the Conservation Area, mirror this traditional built form, to some degree, in terms of materials.

The village also contains a number of distinctive buildings of varying style such as Moreton’s Almshouse and Gothic House from the 19th Century. All Saints Church with its distinctive tower is a grade I listed building and an important local landmark.

2.5.3 BUILT FORM

Cottenham comprises buildings of a variety of size, style, age and typology. Despite the many generations of development evident today, the majority of buildings are one to two-storey houses.

Modern buildings, particularly single developments within the Conservation Area, mirror this traditional built form, to some degree, in terms of materials.

The village also contains a number of distinctive buildings of varying style such as Moreton’s Almshouse and Gothic House from the 19th Century. All Saints Church with its distinctive tower is a grade I listed building and an important local landmark.

2.5.4 STREET STRUCTURE

The street structure is key to the distinctive nature of the village. The original street pattern was largely linear with settlement following the street and typically did not feature closes and cul-de-sacs. Street pattern is predominantly rectilinear.

Housing density typically follows two patterns; one informal dense pattern along the ‘Lanes’; the other in a regular linear pattern as can be seen on High Street.

2.5.5 CURTILAGE TREATMENT

The majority of pre-WWII development front directly onto the street with only the occasional low stone wall, fence or railing surrounding a small front garden present.

Post-war development is typically set further back from the highway with space for car parking. Curtilages vary between trimmed hedges and, low brick walls and fences.
2.0 STRATEGIC CONTEXT

RAMPTON ROAD - REAR OF PROPERTIES ALONG SITE BOUNDARY

RAMPTON ROAD - SEMI-DETACHED PROPERTIES

HIGH STREET - LINEAR SETTLEMENT

RAMFRETT STREET - SEMI-DETACHED VILLAS

HIGH STREET - FARMHOUSE WITH SIDE ACCESS TO CONVERTED OUTBUILDINGS

MARGETT STREET - VICTORIAN VILLA

HIGH STREET - LINEAR SETTLEMENT

THATCHED COTTAGES ON HIGH STREET

HIGH STREET - FARMHOUSE WITH SIDE ACCESS TO CONVERTED OUTBUILDINGS

DENMARK STREET - SHORT TERRACE

COTTENHAM VILLAGE GREEN

TENISON MANOR - MODERN 3 STOREY DWELLING WITH TRADITIONAL DOORWAY ARCH

FIGURE 12: SETTLEMENT PATTERN

LEGEND

- Site boundary
- Conservation Area
- Listed Buildings
- Photograph Locations
3.0
SITE ANALYSIS
3.1 ACCESS & MOVEMENT

3.1.1 INTRODUCTION

The following analysis focuses on key aspects of the Site and its context. Key opportunities and constraints that have influenced the shape and structure of the proposals are identified and used to inform a Development Framework for the Site.

3.1.2 ACCESS AND MOVEMENT

- Site lies in close proximity to local route (Rampton Road) providing access to the centre of Cottenham by foot, bicycle or bus and providing access to the main employment centre within the area at Cambridge;
- There are two bus stops within a 5 minute walk of the main Site access, at Rampton Road and Lambs Lane. These bus stops are served by Citi 8 and routes No. 110 to Cambridge and Impington;
- Pedestrian footpath on Rampton Road, providing links between the Site and the wider countryside as well as local amenities such as Les King Wood and New Cut Drain public footpath.

OPPORTUNITIES:

- Two potential vehicular access points off Rampton Road (see Transport Assessment for further detail);
- Potential pedestrian and cycle access to Rampton Road from eastern corner of Site providing closer links to village centre;
- Potential pedestrian and cycle link to Oakington Road development from the south of the Site.
3.2 TOPOGRAPHY & HYDROLOGY

3.2.1 TOPOGRAPHY
- The Site comprises two distinct variations in landform; sloping and flat. The former is found in the north-west and falls by approximately 5m over a distance of 150m (1:30). The latter is located on the highest part of the Site starting at the break in slope generally in line with existing development along Rampton Road at between 12 to 13m AOD and provides a suitable gradient for development;
- Landform continues to fall beyond the Site towards Catch Water Drain to the north west.

3.2.2 HYDROLOGY
- Catch Water Drain which lies approximately 150m to the north west of the Site, drains the surrounding fen landscape.
- The Environment Agency flood map shows that the Site is located within Flood Zone 1, which is considered to be at low risk of flooding from rivers.
- A drainage basin is required in the northern corner of the Site to detain surface runoff water associated with the proposed development.

LEGEND
- Site boundary
- Contour line/ ODN level
- Contour Slope direction
- Lower Ground: Potential location for drainage basin

OPPORTUNITIES:
- Locate development on the elevated flatter ground of the Site, characteristic of existing settlement, not extending beyond the break in slope.
- Opportunity to integrate Sustainable Urban Drainage (SUDs) with an attenuation pond or detention basin that will not only meet drainage requirements for the Site, but will also provide ecological improvements by habitat enhancements.
3.3 LANDSCAPE & ECOLOGY

3.3.1 LANDSCAPE
- The Site comprises a portion of a large arable field. The Site contains very few landscape features. Field boundaries are fragmented and cut low resulting in open views to the wider landscape.
- The Site backs onto properties on Rampton Road which have deep plots. These residential plots contain a variety of trees and shrubs including some tall conifers. However, the existing built form on Rampton Road is prominent in views from the north east and south west.
- Views to the Site are possible from the rural landscape to the north-east, west and south-west such as from Rampton Drift, Oakington Road and New Cut Drain resulting in the need for screening in the form of woodland belt planting.

3.3.2 ECOLOGY
- The majority of the Site comprises of arable farmland of low ecological value and narrow grassland of low diversity.
- Species poor intact hedgerows are found at H5 and H7.
- Scattered scrub is present, although rarely, along the Site’s northern, western and southern boundaries formed by hawthorn shrubs, one of which contains a barn owl box (H2, H6, H8 and H9).
- Scrub to the southern corner of the Site is deemed to provide important habitat potential and is to be given a 20m landscape buffer comprising native species.

OPPORTUNITIES:
- Screen planting creates an opportunity for a green corridor around the perimeter of the Site that will not only mitigate visual effects but will create new habitats for wildlife and could be linked to the existing green infrastructure around Cottenham.
- Potential to enhance approach to Cottenham through planting.
- Reinstall hedgerows to Site boundaries to improve ecological networks and linkages.
- Proposed drainage basin to be designed to maximise biodiversity value.
- Potential for orchard planting in public open space; a once common land use surrounding the village.
- Opportunity to maintain visual links with the open countryside from within the existing and proposed urban areas of Cottenham.

FIGURE 15: LANDSCAPE & ECOLOGY

LEGEND
- Site boundary
- Existing mature tree
- Existing hedgerow
- Hedgerow reference
- Potential hedgerow links
- Existing tall Ruderal
- Existing scattered scrub
- Potential green corridor
- Ecological buffer zone (20m radius)
- Highly visible built form
3.4 ARBORICULTURE

- There are very few trees within the Site, with only a relatively small number lining the Site boundary or that sit within neighbouring residential plots.

- Field boundary hedgerows comprise fragmented lines of hawthorn (Crataegus monogyna) with occasional emergent sycamore (Acer pseudoplatanus) and common ash (Fraxinus excelsior) amongst others along the boundary with the Rampton Road properties.

- The trees within these properties and along the Site boundary comprise a number of Category B (moderate quality with a life expectancy of at least 20 years) and C (low quality with a life expectancy of at least 10 years) trees. The majority of these trees will be retained where possible though it is likely that some may be removed in order to facilitate the Site access off Rampton Road.

OPPORTUNITIES:

- The proposals should look to retain all existing trees within the Site and provide adequate protection for those off site along Site boundaries by avoiding impact to root zones.

- Opportunity for new tree planting within green corridor along the Site boundary and within areas of public open space and along streets.
3.5 BUILT FORM AND UTILITIES

3.5.1 BUILT FORM

- The closest properties are:
  - Detached 20th Century houses along Rampton Road backing on to the Site to the north east of the Site.
  - Mid to late 20th Century development off Oakington Road comprising a mixture of detached and semi-detached two storey and bungalow properties define the current western extent of the village.
  - The Water Tower off Lambs Lane is also a landmark which sits approximately 160m to the east of the Site boundary. All Saints Church to the north of the village is also a distinguished landmark of the skyline in the local area.
  - Views of local landmarks such as All Saints Church and the Water Tower are identified within the Cottenham Village Design Statement SPD as worthy of preservation and enhancement. Views of the All Saints Church Tower from Rampton Drift through the Site should not be impeded by development or planting.

3.5.2 UTILITIES

- A foul sewer runs from Rampton Road, along the rear of properties of Rampton Road following the Site boundary before turning in a south westerly direction and exiting the Site at the southern corner.
  - The route of the foul sewer will require an easement 3m wide that would need to remain outside of private property and free of large infrastructure or tree and shrub planting.
  - The extent of the proposed development should respond to foul sewer alignment.

**Opportunities:**

- Opportunity to create new vistas within the Site to local built landmarks and wider countryside.
- Proposed planting to north of Site to allow for view corridor from wider landscape towards All Saints Church.
- Development will remain in line with existing development extents, located no further than properties along Rampton Road.
- Potential for the Site and the proposed Oakington Road development to define a more consolidated and positive western edge to Cottenham village.

- A 10m wide corridor is to be allowed for the foul sewer easement adjacent to existing properties along Rampton Road to allow for privacy planting as well as incorporating a footpath that links areas of public open space and Rampton Road.
- Foul sewer alignment to define south eastern edge of the developable area.
3.6 HERITAGE

- The Cambridgeshire Historic Environment Record (HER) records an Iron Age Romano-British settlement and farming complex extending into the south-western portion of the site (very approximately 1/5 of the archaeological complex occurs within the application site). This complex is a non-designated heritage/archaeological asset. The asset is regularly ploughed, and it can be anticipated that future ploughing will cause continued damage and destruction to sub-surface archaeological horizons.

- An Archaeological Protection Area (APA) is to be established covering the area of this asset. The APA would exclude residential built development in order preserve this asset and allow for future archaeological investigation.

- Two listed buildings (both grade II) lie within the vicinity of the Site; the Water Tower off Lambs Lane lying approximately 160m to the east and the Almshouse on Rampton Road which lies approximately 300m to the south east.

OPPORTUNITIES:

- Archaeological Protection Area to be retained as Public Open Space.
3.7 CONSTRAINTS AND OPPORTUNITIES
### 3.0 SITE ANALYSIS

<table>
<thead>
<tr>
<th>CONSTRAINTS / ISSUES</th>
<th>OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access off Rampton Road</td>
<td>- Potential vehicular and pedestrian Site access off Rampton Road as well as additional pedestrian cycle links at the eastern edge of the Site. (see Transport Assessment for further details).</td>
</tr>
<tr>
<td>'Fen Island' topography</td>
<td>- Locate development on the top of the 'island' in line with existing settlement character that does not cross the break in slope.</td>
</tr>
<tr>
<td></td>
<td>- Potential for drainage basin at the northern edge of the Site.</td>
</tr>
<tr>
<td></td>
<td>- Opportunity for Sustainable Urban Drainage (SUDs) to accommodate ecological improvements by habitat enhancement.</td>
</tr>
<tr>
<td>Fragmented boundary vegetation</td>
<td>- Enhance approach to Cottenham with woodland planting along the northern boundary;</td>
</tr>
<tr>
<td></td>
<td>- Establish new lengths of hedgerows to the south eastern and south western boundaries to improve ecological networks and linkages;</td>
</tr>
<tr>
<td></td>
<td>- Green corridor to be incorporated around the Site boundary, designed to provide screening of development and potential habitats for wildlife as well as a circuvious route that can contribute towards the existing green infrastructure network around Cottenham.</td>
</tr>
<tr>
<td></td>
<td>- Proposed drainage basins to be designed to maximise biodiversity value.</td>
</tr>
<tr>
<td></td>
<td>- The proposals should look to retain all existing trees within the Site and provide adequate protection for those off site along Site boundaries by avoiding impact to root zones.</td>
</tr>
<tr>
<td></td>
<td>- Opportunity for new tree planting within green corridor along the Site boundaries and within areas of public open space and along streets.</td>
</tr>
<tr>
<td>Site of low ecological value</td>
<td>- Green corridor around Site will provide new woodland and grassland habitats encouraging a greater biodiversity within the Site.</td>
</tr>
<tr>
<td></td>
<td>- Potential for new areas of orchard planting within public open space, a once common land use surrounding the village now in relative decline.</td>
</tr>
<tr>
<td></td>
<td>- Open space to incorporate a hedgerow and woodland planting along site boundaries that will improve wildlife corridors through Site.</td>
</tr>
<tr>
<td>Foul sewer and easement</td>
<td>- The 3m foul sewer easement to be located within a wider landscaped corridor that will not only serve to provide privacy screening for existing residents along Rampton Road, but can also incorporate a footpath that links areas of public open space around the Site.</td>
</tr>
<tr>
<td></td>
<td>- Foul sewer alignment to define south eastern edge of the developable area.</td>
</tr>
<tr>
<td>Settlement edge location</td>
<td>- Proposed built form should not extend any further northwards along Rampton Road than existing and should be of a scale similar to those existing in the surrounding area.</td>
</tr>
<tr>
<td>Views of important landmarks</td>
<td>- Impacts on views towards All Saints Church tower to be avoided.</td>
</tr>
<tr>
<td></td>
<td>- Areas of public open space to be aligned along views towards the wider countryside and towards local landmarks.</td>
</tr>
<tr>
<td>Archaeological protection area</td>
<td>- Area of public open space to be located within archaeological protection area.</td>
</tr>
</tbody>
</table>
3.8 DEVELOPMENT CONCEPT

The Development Concept leads on from the analysis of the Site. The following is a summary to guide the proposed Development Framework.

- Two vehicular access points off Rampton Road.
- Developable area not to extend beyond break in slope or existing built development along Rampton Road.
- New tree and woodland on the Site’s periphery that contribute to the village’s treed setting, limiting the effects of new development on views and the landscape.
- Key open space through the centre of the development, potentially retaining views out to the rural landscape along Rampton Road and serving to break up built form.
- Development areas located within a robust landscape framework of street trees and public open spaces created through a mosaic of grassland, community woodlands and orchards creating a diverse and attractive setting to the new community.
3.9 DEVELOPMENT FRAMEWORK

The Development Framework leads on from the analysis of the Site. The following is a summary to guide the development of the masterplan:

- Primary access passes through attractive open green gateway before reaching development area. This in turn maintains views towards All Saints Church from the wider landscape.

- The secondary access off Rampton Road along with the pedestrian/cycle access further east provides additional links to the village centre and local facilities.

- Development comprising of primarily residential dwellings with 1.5 acres for apartments with care (C2).

- Public open spaces aligned along Site boundaries, utility easements and key views, accommodating informal footpaths and play areas with drainage features located to the north, at the lowest point of the Site.

- Proposed woodland to north and western boundary to complement the existing green edge to the village and screen the proposed development.

- New community orchard to Site’s south eastern boundary to reflect local character, provide ecological benefits and complement existing productive community land use.

- Agricultural access maintained through Site to agricultural fields north-west of the Site.
4.0 DESIGN: ILLUSTRATIVE MASTERPLAN
4.1 ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan identifies how the principles set out in the Development Framework could be applied in a layout that responds sensitively to the Site’s constraints, characteristics and opportunities to provide a sustainable and viable development.

Its purpose is to demonstrate how the development parameters identified can be accommodated alongside the proposed and existing open space and landscape features.

This plan is for illustration only; it is not sought for approval at this stage.

The Masterplan illustrates the following:

- Up to 200 dwellings of varying size and tenure as well as up to 70 apartments with care;
- A hierarchy of streets and “drives” differentiated by the use of varying widths and materials;
- The relationship between the Site’s open spaces and residential areas; and
- The integration of the development with the existing edge of Cottenham, enhancing the green edge to the village in views from the west and north west.

Further detail regarding the illustrative layout, the movement network and the site-wide landscape treatment can be found in section 5.0 that follows.
4.2 BIRDS EYE VIEW

**Figure 23: View Looking East Across the Site**

1. Proposed Site Vehicular Access
2. Community Woodland to North Western Boundary
3. Public Open Space
4. Potential Play Area
5. Ecological Buffer
6. Drainage Basin
7. Proposed Pedestrian / Cycle Access
8. Informal Footpaths / Trim Trail
9. Archaeological Protection Area
5.1 LAND USE

The Illustrative Masterplan presented in the previous section is underpinned by a series of frameworks or layers which combine to deliver the overall spatial vision for the Site. This section examines each of these frameworks in turn, demonstrating in greater detail how a masterplan for the Site could function.

5.1.1 PRINCIPAL LAND USES

The Site's Principal Land Uses as presented in the Illustrative Masterplan, are shown on Figure 24 opposite.
5.2 DRAINAGE

5.2.1 SURFACE WATER DRAINAGE

A Site specific Flood Risk Assessment (FRA) was carried out for the Site and concluded that the proposals can be constructed without increasing the risk of flooding within the Site or the surrounding area.

The drainage strategy will incorporate Sustainable Urban Drainage Systems (SUDS) to control the surface water discharge from the development in order to mimic the pre-development greenfield runoff rates. This includes some retention in an on-site drainage basin next to the Site’s northern boundary.

The indicative strategy subject to further detailed investigations and drainage design, is illustrated on Figure 25 opposite, and includes the following:

- Gravity based system within the proposed road network utilising Site topography, draining surface water naturally to the north;
- Addition of a detention basin at the Site’s lowest point to retain excess water.

Further details of the strategy can be found in the submitted Flood Risk Assessment and Surface Water Drainage Strategy that accompanies the application.

5.2.2 FOUL DRAINAGE

In order for foul water from the proposed development to be effectually drained, a connection can be made to the public sewer located on Rampton Road.

A foul rising main is located towards the north eastern edge of the Site and will be retained within public open space for ease of access and maintenance. Should a pumping station be required, then this could be located at a low point on the southern boundary.

Figure 25: DRAINAGE PLAN
5.3 ACCESS & MOVEMENT

5.3.1 VEHICULAR ACCESS STRATEGY

Vehicular access to the Site is provided off Rampton Road along the north eastern boundary of the Site. Further details are provided in the submitted Transport Assessment that accompanies the application.

There will be a clear hierarchy of streets within the Site. Whilst the detail of these streets is a reserved matter, the Illustrative Masterplan demonstrates how a suitable layout could be delivered. The development will be served by a primary internal loop road, with secondary streets leading off it into the main residential areas of the Site. The primary and secondary streets will be designed to control vehicle speeds by utilising different materials at key junctions and thresholds, creating a pedestrian friendly environment. These streets include turning areas for refuse vehicles. Private drives will provide localised access to groups of buildings with primacy for pedestrians and cyclists.

5.3.2 PEDESTRIAN STRATEGY

The internal layout of the Site will be designed to maximise connectivity and permeability for pedestrians and cyclists. Proposed informal footpaths provide walking routes that link residential areas to public open spaces though the centre of the Site and along the wooded edge. A potential pedestrian / cycle access to Rampton Road, through the proposed secondary access at no.117 as well as a pedestrian access to the proposed development on Oakington Road would provide links between existing and new communities. These routes will provide a short walking distance to the nearest bus stops on Rampton Road.

5.3.3 PARKING

The Illustrative Masterplan indicates potential parking areas and has been laid out so that the majority of plots accommodate off street parking. However this is only for illustrative purposes and further details of the required parking standards are outlined in the Transport Assessment. This is a matter for determination at the reserved matters stage but policy requirements for parking standards will be complied with.

A small area of parking for up to ten vehicles is proposed next to the Site entrance to allow for local use of the informal footpaths and trim trail exercise stations within the Site. The informal routes could also potentially form part of a circular walking route through Les King Wood and the recreation ground.

LEGEND

- Site boundary
- Primary access
- Secondary access
- Primary street
- Secondary street
- Private drive
- Informal path
- Potential pedestrian / cycle link
- Bus stop
- Location of View 1

FIGURE 26: ACCESS AND MOVEMENT PLAN
VIEW 12: VIEW EASTWARDS FROM PUBLIC OPEN SPACE
The proposals offer an opportunity to make significant enhancements to the Green Infrastructure (GI) of the Site. The proposals include improvements to landscape character, biodiversity and recreation.

The Site's Green Infrastructure, as shown on the Illustrative Masterplan, is categorised as follows:

- Public Open Space
- Community woodland
- Community Orchard
- Ecological Buffer Zone

Measures of enhancement include the following:

- Provision of public open space, exceeding the applicable open space standards as set out by South Cambridgeshire District Council as detailed in Section 6.1;
- An axis of formal Public Open Space at the heart of the development, aligned along the view from Rampton Road enhanced by the proposed access route that runs through the centre of the Site;
- A larger area of informal open space at the Site's peripheries, particularly along the north western Site boundary that includes a community woodland. The Archaeological Protection Area will also provide another large open space towards the Site's southern corner. These spaces create a green link around the Site and connects with the central linear open space.

- Enhancement of an ecological asset to the Site's southern corner by way of a 20m buffer of native planting.
- Creation of a hedgerow along the Site boundary, enhancing the Site's ecological linkages.
- Provision of a community woodland along the north western boundary, maintaining and enhancing the green approach to Cottenham along Rampton Road and in views from the wider landscape.
- Provision of a community orchard along the south eastern boundary, providing variation within public open space as well as reflecting the character of the local area. Orchards were once a common feature in the area surrounding the settlement.
- Management and maintenance of habitats and biodiversity features, including the installation of bird and bat boxes, and the planting of marginal vegetation associated with the proposed drainage basin.

![Green Infrastructure Plan](image)
RAMPTON ROAD, COTTENHAM

5.0 DESIGN: FRAMEWORKS

VIEW 2: VIEW NORTH EASTWARD FROM CENTRAL PUBLIC OPEN SPACE
5.5 CHARACTER

5.5.1 CHARACTER

As shown on the plan opposite, the character of the Site can broadly be split into three character types; the formal core, informal edge and an informal green edge.

Located towards the edges of the developable area, the character of the proposals will be defined by larger properties at a lower density than elsewhere in the development. These houses generally front towards open space, are set back from the streets, have larger front gardens and a more varied building line, all contributing to an informal edge that responds well to the development’s settlement edge location.

Towards the centre of the Site, the houses within the formal core would generally be smaller than those at the Site’s edges and would be at a higher density. The buildings would generally be aligned along the primary street loop road and feature shallow setbacks and consistent building lines, particularly along the Site’s Green Corridor which is designed to reflect the historic linear settlement pattern along Main Street in Cottenham Conservation Area.

5.5.1 HOUSE MIX AND TYPOLOGIES

The proposed development will consist of 2 story dwellings, with units of slightly different architectural style and massing used in strategic locations to terminate key vistas and define key public open spaces.

The mix of housing to be provided within the residential area is a reserved matter.

However, the Illustrative Masterplan is premised on delivery of a range of dwellings, both in mix and tenure. The mix is shown indicatively as a range of 2-5 bed units. Up to 40% will be affordable housing.

FIGURE 28: CHARACTER PLAN
5.6 TRIM TRAIL

Trim trails are series of outdoor exercise stations that can be strategically placed throughout public open space. Trim trails are excellent for encouraging physical exercise in young children. They provide interesting and varied exercise as well as being designed for fun and creative play.

Trim Trails also provide easily accessible and affordable exercise activities for adults who wish to add variety to their daily exercise routines.

The Trim Trail route on Site can be accessed via the carpark or along informal paths near to local residents. A looping route of low level balancing and climbing stations suitable for children 6 years and older is proposed in the north of the Site. This route is approximately 500m in length with sign posts every 50m indicating distance covered.

A longer adults Trim Trail route will run along the Site’s outer public open space which will have added benefits of potential links to a wider circuit of open space such as Les King Wood and the recreation ground off Lambs Lane.

---

LEGEND

- Site boundary
- Distance sign location
- Trim Trail equipment for children
- Trim Trail equipment for adults
- Route of Trim Trail for adults
- Route of Trim Trail for children
- Local equipped area for play
- Local area for play

**CHILDREN TRIM TRAIL STATIONS**
- 1C. Balance Beam
- 2C. Rope Crossing
- 3C. Horizontal Ladder
- 4C. Log Crossing
- 5C. Jigsaw Traverse Wall

**ADULT TRIM TRAIL STATIONS**
- 1A. Balance Boards
- 2A. Platform Sit Ups
- 3A. Log Stack
- 4A. Burma Bridge
- 5A. Chin Ups
- 6A. Traversing Wall
- 7A. Parallel Bars

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*Trim Trail images used by permission of Fenland Leisure Products. All rights reserved. Reference number 3515119*
*Trim Trail images used by permission of Bridge Timber Products Ltd. All rights reserved. Reference number 04546780*
5.7 URBAN STRUCTURE

The overall structure of the proposed development has to a large extent been determined by considerations of access and movement, the provision of green infrastructure and the response to landscape context. However, within this framework the arrangement of dwellings along the main public open space also has a key role to play in establishing an attractive and legible environment.

The plan opposite identifies the key structuring elements of the proposed development as presented in the Illustrative Masterplan, which are discussed further below:

- **Focal buildings**: These buildings are aligned to terminate key vistas and will typically exhibit subtle variations in massing and use of materials. Their presence will help to provide variation and enhance the legibility of the scheme.
- **Key building frontages**: Buildings are orientated to ensure that key public open spaces benefit from good levels of natural surveillance and the more visually sensitive edges of the development are well defined.
- **Views over public space**: Buildings are orientated to benefit from attractive views over public open spaces, which in turn benefit from the natural surveillance these buildings provide.

**LEGEND**

- Site boundary
- Public open space
- Green linear central space
- Key buildings
- Views towards key buildings
- Key frontage
- View overlooking public open space
- Framed gateway
- Location of View 3

**SECURE BY DESIGN**

The indicative development layout provides a safe residential environment with:

- Clearly identifiable main routes through the development and clear access off Rampton Road;
- Dwellings fronting footways;
- Clear distinction between adoptable streets and private driveways;
- Clear definition between public realm and private space.
- Low or open frontage boundaries to properties for clear surveillance of the street and open spaces; and
- A block structure that enables dwellings to front on to each other across streets and incidental open spaces, and for the rear of dwellings and their gardens to adjoin.
VIEW 3: VIEW SOUTH EASTWARDS ALONG INFORMAL PATH TO THE REAR OF RAMPTON ROAD PROPERTIES
CONCLUSION
6.1 KEY PARAMETERS

Information contained in the Design section of this document is largely for illustrative purposes. The following parameters, as shown on the Development Framework and against which the proposals should be secured, are as follows:

- **Planning Application Site Boundary**: The Site area promoted by the applicant is approximately 14.16 ha;
- **Land Use**: The Site’s Land Use, as presented in the Development Framework, is apportioned as shown on the table opposite.
- **Access**: The primary and secondary vehicular access points to the Site will be from Rampton Road. The internal street layout of the Site is a reserved matter;
- **Building Heights and Appearance**: The scale and appearance of the proposed buildings within the Site is a reserved matter. The internal layout of the buildings is also a reserved matter;
- **Landscape**: The proposals include large areas of new woodland planting, new lengths of native hedgerows to the Site boundary and a new community orchard.

<table>
<thead>
<tr>
<th>OVERAll site area</th>
<th>14.16 ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND USE</td>
<td>ON SITE PROVISION</td>
</tr>
<tr>
<td>Residential</td>
<td>6.23 ha</td>
</tr>
<tr>
<td>Green Infrastructure</td>
<td>7.43 ha</td>
</tr>
<tr>
<td>Drainage Infrastructure</td>
<td>0.06 ha</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>0.44 ha</td>
</tr>
<tr>
<td>Total</td>
<td>14.16 ha</td>
</tr>
</tbody>
</table>

The proposed development is 7.43ha which greatly exceeds the requirement as set out by South Cambridgeshire DC’s SPD.

- **Market and affordable housing parcels**: including 5.62ha residential parcels, 0.61ha of apartments with care, primary and secondary streets and shared surfaces.
- **Public Open Space**: 7.43ha which greatly exceeds the requirement as set out by South Cambridgeshire DC’s SPD.
- **Green Buffer / Wildlife corridor**: including area of proposed trees along southern boundary.
- **Drainage Infrastructure**: 0.06ha of drainage, strategic location, retaining and enhancing an important local habitat. These measures deliver a network of high quality green spaces, designed to be a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.
- **In compliance with Policy HG1, HG2 and HG3**: the proposals achieve the required density of at least 40 dwellings per hectare, with a variety of housing types and provides up to 40% affordable housing to meet local needs.
- **Further compliance with planning policy is identified in the Planning Statement that accompanies the application.**
- **In compliance with Policies SF10 and SF11**: the proposals will provide more than the minimum required public open space and areas for play.
- **In compliance with Policies NE9 and NE11**: the proposals will incorporate Sustainable Urban Drainage and a drainage basin to adequately manage the run off from Site.
- **In compliance with Core Strategy Policy PD1, DP3, DP4, DP7 and NE4**: the proposals take a landscape-led approach to the design of the development. By safeguarding and enhancing key landscape characteristics, the proposals seek to respond to the Site’s settlement edge location. The creation of new wooded areas to the northern and western boundaries provides amenity, benefits wildlife and helps integrate the proposals into the development’s wider landscape setting. An ecological landscape buffer is also proposed along the Site’s southern boundary, retaining and enhancing an important local habitat. These measures deliver a network of high quality green spaces, designed to be a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.
- **In compliance with Policy CH14**: development has been strategically located to ensure new affordable homes.
- **In compliance with Policy TR1**: the proposals incorporate various means for accessing local public transport routes.
- **Regarding energy efficiency, refer to the Renewable Energy Statement that accompanies the application.**

The development of the Site will be in line with the development principles of the surrounding area, has been informed by a full consideration of the Site, its context and characteristics and is based on the fundamental principles of sustainability.

The proposed development is considered to offer a range of benefits for existing and new residents including:

- **Close proximity to local amenities, in particular the recreation ground and Les King Wood as well as the village High Street**;
- **Good public transport, road, cycle and pedestrian connections to wider amenities and employment areas**;
- **Extents of development do not extend northwards beyond existing northern edge of the settlement along Rampton Road**;
- **The proposed development to define a more consolidated and positive western edge to Cottenham village**;
- **Enhanced green approach to Cottenham along Rampton Road and Oakington Road**;
- **New public open space through the centre and to the settlement edge enhancing the recreational and biodiversity functions at the edge of Cottenham, and**
- **Up to 40% new affordable homes.**