

**KENNETT GARDEN VILLAGE EXTENSION – OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE**

*To:* **Economy and Environment Committee**

*Meeting Date:* **13<sup>th</sup> September 2018**

*From:* **Graham Hughes, Executive Director (Place and Economy)**

*Electoral division(s):* **Burwell**

*Forward Plan ref:* **N/a** *Key decision:* **No**

*Purpose:* **To consider the Council's response to an outline planning application for up to 500 new dwellings at Kennett.**

*Recommendation:* **Committee is asked to consider and endorse the response previously submitted to the Local Planning Authority.**

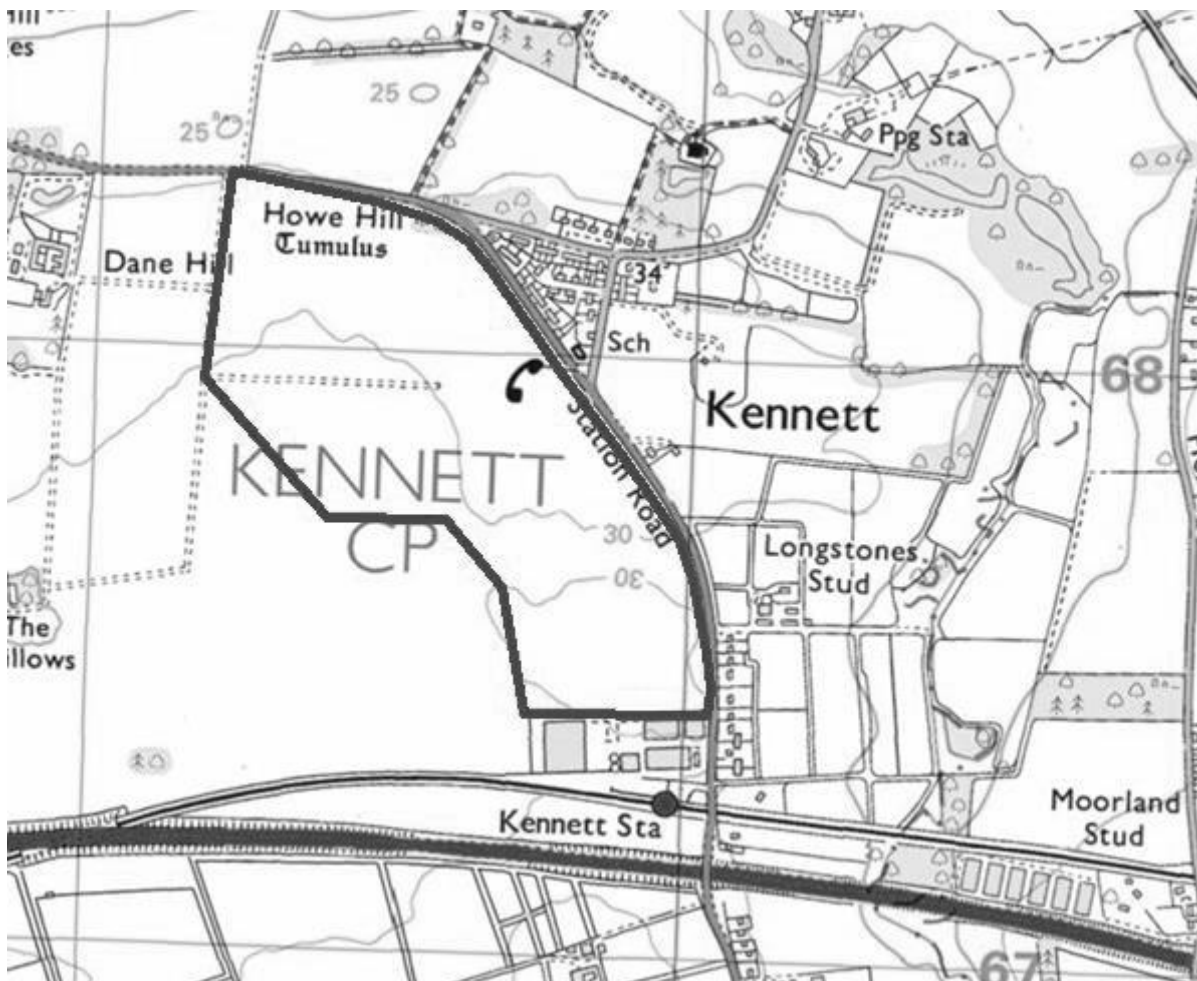
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## 1.0 BACKGROUND

1.1 Proposals for an extension to Kennett village (current population around 340) to construct up to 500 new homes have been submitted to East Cambridgeshire District Council (ECDC) as an outline planning application (OPA). The site, to the west of Station Road, Kennett, is identified in the emerging Local Plan as Policy Ken.M1 and the OPA proposes :-

- 30% affordable housing (with priority to those with a local connection);
- a new primary school;
- new village centre including provision for shops, café and healthcare;
- green space;
- employment space;
- improved car parking for the adjacent railway station; and
- highway and transport improvements.

1.2 Pre-application discussions have been held with County Council officers, as well as public consultation events, to ascertain the requirements for the development. The OPA is planned to go before the Cambridgeshire Quality Panel in early September 2018.



**Diagram 1: Location plan for proposed development**



**Diagram 2: Masterplan drawing of proposed development**

- 1.3 The 40 hectare site is currently in agricultural use and is being promoted by Palace Green Homes (the trading name for East Cambs Trading Company) in partnership with Kennett Community Land Trust and the Tilbrook family. The site lies wholly within the administrative area of East Cambridgeshire, although the County border with Suffolk is approximately 1km away to the south and east of the site. In this regard, County officers have liaised with Suffolk County Council officers on strategic matters, such as education infrastructure, to ensure a joined up approach to mitigation. Newmarket is approximately 4km (2.5 miles) south-west of the site, Bury St Edmunds is approximately 20km (13 miles) due east of the site and Cambridge 32km (20 miles) away to the west.
- 1.4 The development, if approved, will contribute significantly to the growth agenda for East Cambridgeshire but must be subject to agreeing the below comments; securing planning obligations through a section 106 agreement/CIL, planning conditions and/or any other legal agreement necessary to make the development acceptable in planning terms.

## **2.0 MAIN ISSUES**

- 2.1 Prior to submission of the planning application, pre-application discussions were held with Council officers to determine the main issues for the development site, which included traffic movements through the site and education provisions – particularly the relationship with, and impacts on Suffolk infrastructure due to the close proximity to the county

boundary.

- 2.2 There has been extensive public consultation by the applicant to ensure there has been an opportunity for everyone to express their views.
- 2.3 It has been provisionally agreed that the existing primary school in Kennett will relocate to the heart of the new development site, subject to planning permission, with good links to the existing settlement. This will provide for the new children from the development as well as those from existing Kennett homes. The primary school site is large enough to allow for expansion, should there be a need to do so in future years. Officers have liaised with Suffolk County Council officers to ensure any impacts on Suffolk education infrastructure can be planned, with many children currently accommodated at Kennett primary school from Suffolk catchments.
- 2.4 Transport officers have raised concerns in relation to the main road through the development site, which is not considered to be demonstrated as designed to a scale and need proportionate to the impact of the site and other information provided is not considered sufficient to be able to fully determine the transport impact. Officers are working with the applicant's consultants to resolve these matters.
- 2.5 A holding objection is also raised against potential flood impacts, but is subject to removal once further evidence is reviewed and deemed acceptable.
- 2.6 Appendix 1 contains the officer response made to the outline planning application response, which has already been submitted in order to meet the local planning authority deadline. Appendix 2 contains the detailed transport response made. Any comments Members have will be passed to the local authority for their consideration.
- 2.7 Officers will work with the applicant and local authority to progress the Heads of Terms for a S106 Agreement and agree suitable planning conditions. This will secure the necessary infrastructure to make this development acceptable in planning terms. There have been no viability discussions raised to date.
- 2.8 Table 1 below sets out the main S106 contributions sought by the Council and officers will present a further report to Committee for agree the final S106 requirements.

Table 1: Draft S106 Heads of Terms (County Council Only)

Contribution Infrastructure	Development Contribution Amount (apportioned where appropriate with Indexation Date)).	Project details and delivery
Primary School (with early years provision)	To be confirmed	1 FE Primary School with Early Years provision on a 2.3 hectare site at total project cost of circa £6,135,000(3Q20)
Secondary school	To be confirmed	Off-site provision
Library	To be confirmed	Mobile stop and provision towards SPINE
Public Health	To be confirmed	
Transport	To be confirmed	To be agreed

2.9 There are no objections in principle to this development.

### **3.0 ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

The development will provide employment opportunities during the construction phases and subsequent delivery of the schools and local centre as well as 10,000m<sup>2</sup> of employment space to develop the local economy for residents

#### **3.2 Helping people live healthy and independent lives**

The applicant has assessed the health impacts of the development through undertaking a Health Impact Assessment (HIA) which suggests measures to encourage healthy lifestyles such as a Travel Plan to support walking, cycling and sustainable transport modes. The development is proposing a retirement/care living facility.

#### **3.3 Supporting and protecting vulnerable people**

This has been assessed through the HIA.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

There are no further significant resource implications at this stage.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category

#### **4.3 Statutory, Legal and Risk Implications**

There are no significant implications within this category other than the need to settle the terms of an agreement under s106 of the Town and country Planning Act 1990 with the developers and Cambridge City Council

#### **4.4 Equality and Diversity Implications**

There are no significant implications within this category

#### **4.5 Engagement and Communications Implications**

There are no significant implications within this category

#### **4.6 Localism and Local Member Involvement**

There are no significant implications within this category

#### **4.7 Public Health Implications**

There are no significant implications within this category

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	N/A Name of Officer: Paul White
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Joanna Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Iain Green

Source Documents	Location
<a href="#">Outline Planning Application (18/00752/ESO)</a>	<p>Click on link in source documents.</p> <p>Room 304, Shire Hall, Cambridge</p>

## **APPENDIX 1: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR KENNETT VILLAGE EXTENSION**

### **Cambridgeshire County Council Officer Comments on Kennett Garden Village 18/00752/ESO**

**Set out below are comments from Council officers in relation to a planning application consultation for a proposed sustainable 'Garden Village' extension to Kennett, comprising of a residential-led development of up to 500 new dwellings with associated employment and community uses (including care home and/or sheltered housing) and a new primary school with a pre-school (nursery) facilities, supporting infrastructure and open space/landscaping.**

**These comments have not been endorsed by Members (due to the consultation period being too short to allow for a committee cycle) but will be at a future committee.**

#### **BACKGROUND**

- i County Council Officers have undertaken pre-application discussions with the applicant mainly in respect of the transport and education requirements for the proposed development and these have been generally addressed in the submitted outline planning application.
- ii It is acknowledged that the proposed site is allocated in the emerging local plan for East Cambridgeshire and given the sites close proximity to Suffolk there will be cross boundary impacts that will need to be considered.
- iii Set out below are the comments from various service areas of the Council but this response may not represent the complete view of Council officers who may make representations under separate cover.

### **1.0 EDUCATION**

- 1.1 The County Council supports the provision of an on-site 1 form of entry primary school (with early years provision) providing 210 places for existing Kennett children, new children from the development and any other out-of-catchment children in accordance with parental preference choices. The size of the proposed primary school site, at 2.3 hectares, is sufficient for this provision and its' shape must accord with the County Council site specification requirements to allow for the school building(s), access and suitable playing field requirements. The site must not be fettered by unreasonable constraints. Based on the masterplan submissions and subject to future dialogue with the applicant to confirm this, then in principle, the location of the primary school at the heart of the development and adjacent to the local centre is acceptable.
- 1.2 The applicant has set out that based on an indicative mix, the above level of provision is sufficient. Whilst there is no certainty that the indicative mix will be the actual mix that is built out, there is a very low risk that the primary school would not be sufficient to accommodate existing pupils and a different mix of housing (giving rise to a higher than expected number of pupils). Based on the County Council's general multipliers (40 primary school aged children per 100 dwellings) that would give rise to 200 pupils ( $500 \times 0.4 = 200$ ) + existing 25 pupils = 225 pupils. There would be space to expand the school if necessary.

- 1.3 The parameter plans identify the primary school as being no more than 2 storeys in height (up to 12.5m ridge height) which is acceptable to the Council. Surrounding properties will be no higher than this constraint and therefore unlikely to give rise to over-looking/safeguarding concerns. It is expected that the developer will provide and transfer the primary school site to the County Council at nil cost and that a proportionate financial contribution be made by the development towards the construction cost of the primary school (with the remaining cost covered by the County Council).
- 1.4 The applicant is proposing that the primary school will be transferred/delivered in phase 1 of the development and the County Council is in agreement with this to ensure the timely provision of this important community infrastructure.
- 1.5 Any nursery provision, outside of the early year's requirement, is to be provided elsewhere on the development or locally and would be brought forward on a commercial basis.
- 1.6 Mitigation of secondary school impacts would be provided for under the ECDC CIL.

## **2.0 PUBLIC HEALTH**

- 2.1 The application, in particular the Health Impact Assessment (HIA), has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire<sup>1</sup>.
- 2.2 The JSNA contains an evidence review of the built environment's impact on health and has distilled the evidence into the following themes:
- Generic evidence supporting the built environment's impact on health
  - Green space
  - Developing sustainable communities
  - Community design (to prevent injuries, crime, and to accommodate people with disabilities)
  - Connectivity and land use mix.
  - Communities that support healthy ageing
  - House design and space
  - Access to unhealthy/"Fast Food"
  - Health inequality and the built environment
- 2.3 The application has therefore been reviewed against these themes to ensure the application and assessments have identified relevant impacts on health and specific mitigation measures to address the impact the development can have on human health have been included.
- 2.4 Overall, the HIA is a thorough assessment of the potential health impacts from the development at this outline stage of the application. The assessment has adequately assessed the potential positive and/or negative health impacts of the development on planned new communities and the adjacent existing communities in the development area. It has highlighted potential differential distribution effects of health impacts among groups

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<sup>1</sup> <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

within the population but has not sufficiently suggested actions/mitigations to minimise any potential negative health impacts and maximise potential positive health impacts, referencing where possible the most affected vulnerable group(s), this can be addressed through the CEMP and through reserved matters applications.

2.5 For ease of reference the comments below follow the layout forward in the HIA by the applicant i.e.:

- Construction
- Housing
- Active Travel and Connectivity
- Access to Public Services and Infrastructure
- Open and Green Spaces
- Healthy Foods
- Community Safety
- Equality and Social Cohesion
- Employment and Economy
- Climate Change

### **Construction**

2.6 The health impacts associated with the construction phase have been identified, the commitment to address these through suitable mitigation measures within the CEMP is supported and therefore it is recommended that the provision of a CEMP should be required through an appropriate planning condition and that said CEMP should be approved by the relevant local authority (East Cambridgeshire District Council) prior to commencement of works on site.

### **Housing**

2.7 The provision of quality housing of a mix of types and tenures which help meet peoples' changing needs over a lifetime is supported, but at this stage the full health impacts cannot be assessed. There is no commitment to build a proportion of homes to Approved Document M – or an indication of the percentages of each category (M4(1) Category 1: Visitable dwellings, M4(2) Category 2: Accessible and adaptable dwellings, and M4(2) Category 3: Wheelchair user dwellings) within the HIA – this may be located with other supporting documents to the application in which case it should have been referenced within the HIA and any health impacts assessed.

2.8 There is no specific statement that all or any dwellings provided will meet minimum acceptable living space standards, suitable for their occupancy – this may be located with other supporting documents to the application in which case it should have been referenced within the HIA and any health impacts assessed.

### **Active Travel and Connectivity**

2.9 The HIA has identified the health impacts that could be caused by transport planning and the positive benefits of increasing active travel, The HIA should have assessed the health impacts of the principles of connectivity and permeability.

- 2.10 The design of the overall road and street network provides a logical hierarchy of connections, providing sufficient space and public realm to ensure a comfortable walking experience away from conflict from motor traffic or parked vehicles, however the locations of both the Skate Park and the Allotments need to be specifically assessed for the possibility of creating road safety issues in that access to both require the crossing on the new perimeter road which is likely to contain a higher percentage of HGVS which are bypassing the village of Kennett, the indicative parameter plans show crossing points, the type of crossing points should be agreed with the County Council with a view to creating the safest crossing points for pedestrians, or alternative locations for both the skate park and the allotments should be considered to eliminate the need to cross the perimeter road. Ideally allotments should be located in easily accessible locations on the application Site, accessible to those who do not drive and close to a mixed tenure of housing.
- 2.11 There are discrepancies in the parameter plans showing the cycle/pedestrian lanes. The parameter plan on page 115 shows paths through centre of development which are not shown in the plan on page 103 indicating that the centre of the development is not well served by cycle/pedestrian access.
- 2.12 There is no mention of dedicated cycle parking facilities within the HIA, or the provision of electric charging points – this may be located with other supporting documents to the application in which case it should have been referenced within the HIA and any health impacts assessed.
- 2.13 The provision of cycling infrastructure to the railway station is strongly supported and should be conditioned as part of any consent, if granted.

### **Access to Public Services and Infrastructure**

- 2.14 Some of the health impacts have been identified such as the effect on local services but they are not explained in any detail. The assessment should have considered which vulnerable groups may be adversely affected by the location of services i.e. there may be a need to locate the “care home” facility closer to facilities. The assessment of health needs is supported and the approach of consulting NHS England and the Local Clinical Commissioning Groups early is welcomed.

### **Open and Green Spaces**

- 2.15 The HIA has identified the health impacts associated with open space. The commitment to the standards of provision is vague, although the ethos behind the garden village concept should ensure adequate provision of quality open and green space. The HIA needs to consider each area of open space in relation to proximity and access to/from residential areas to ascertain the potential health impacts, in particular and difference which may affect vulnerable group.
- 2.16 The development should contain the infrastructure necessary to help support people being active outdoors, this could include drinking fountains, seating, park cafes and outdoor Wi-Fi.
- 2.17 The development should include active building principles incorporated in new community buildings, schools this includes space for cycle parking, shower and making stairs rather

than lifts the most obvious way of moving between floors, ensure all buildings have their main entrance from the pedestrian routes not the car park and allow areas for pushchair parking.

- 2.18 The development could support community gardening schemes, allowing allotments to be used by community groups as well as individual residents. Community gardening can serve as a mechanism for combating social isolation and promoting social cohesion by contributing to the development of social networks. It also brings about positive health benefits which include improved access to food and increased physical activity.

### **Healthy Foods**

- 2.19 There needs to be an overall approach to the provision of fresh food which encompasses both the purchase of healthy food in retail outlets through to the ability “grow your own” through the provision of allotments and/or sufficient garden space. The Design and Access Statement (DAS) contains parameter plans showing allotments but there is no mention of allotments within the HIA, and therefore the positive health benefits of providing allotments has not been assessed within the HIA.

### **Community Safety**

- 2.20 The HIA has adequately assessed the possible impacts relating to community safety.

### **Equality and Social Cohesion**

- 2.21 The HIA has adequately assessed the possible impacts relating to Equality and Social Cohesion.

### **Employment and Economy**

- 2.22 The HIA has adequately assessed the possible impacts relating to Employment and Economy.

### **Climate Change**

- 2.23 The HIA has identified health impacts associated with flooding but has not assessed impacts associated with climate change such as infectious diseases and therefore any associated impacts on vulnerable groups.

### **Summary**

- 2.24 In summary, the HIA is a good assessment of the potential health impacts with only a few minor omissions. The main area for concern is the location of the Skate Park and allotments with the resulting need to cross the main perimeter road which could bring pedestrians in conflict with moving vehicles, particularly younger people accessing the skate park.
- 2.25 In addition, the HIA would benefit from the inclusion of a table of proposed mitigation measures along with the level of commitment to deliver these measures.

### 3.0 ARCHAEOLOGY

- 3.1 The site is located in an area of high archaeological potential. The nationally important Bronze Age Barrow monument Howe Hill (Scheduled Monument Number 1015011) is located within the application and further undesignated barrow monuments are recorded in the vicinity (HER MCB10863, MCB9546).
- 3.2 The site has been subject to an archaeological evaluation (HER ECB, the results of which indicate that the barrows were located within a largely open landscape. A substantial landscape boundary is likely to be contemporary with the barrows.
- 3.3 Sparse activity of Iron Age date was also identified.
- 3.4 The Environmental Statement includes proposals to mitigate the development impact on undesignated heritage assets of archaeological interest through a programme of excavation, recording and publication of the results. Officers confirm agreement to this approach and recommend that this is secured by condition of planning permission and recommend the following:

#### Archaeology

- 3.5 No demolition/development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:
- A. the statement of significance and research objectives;
  - B. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
  - C. The programme for post-excavation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

### 4.0 FLOODS AND WATER

- 4.1 Officers have reviewed the following document:
- Flood Risk Assessment & Drainage Strategy prepared by MLM Group (ref: 617803-MLM-ZZ-XX-RP-C-0001) dated 11<sup>th</sup> May 2018.
- 4.2 A **holding objection** to the grant of planning permission is recommended for the following reason:
1. The applicant proposes to discharge surface water via infiltration; however no on-site infiltration testing has been undertaken to support this. In order for us to support infiltration for this development we require site specific test results and any testing should be in accordance with BRE DG 365. If the applicant is not able to undertake such testing at this stage, a feasible alternative strategy should also be proposed as a fall-back option.

4.2 If the applicant provides the above details, officers will look to review this objection.

## **5.0 LIBRARY**

5.1 Kennett is situated approximately 5 miles from a library in Newmarket, Suffolk. Some of the users of the library will be Cambridgeshire residents and some Suffolk residents, so it is recommended that all cross-border options such as the existing Shared Partnership in the East (SPINE) be utilised. The partnership allows both library services to be used where Cambridgeshire residents can borrow Suffolk books and vice versa. In addition, a new mobile stop to serve this development, at a cost of £28.92 per increased head of population for of an estimated population of 1,250 residents is requested, to allow residents who are unable to access a static library in the usual way.

## **6.0 TRANSPORT**

6.1 Comments to follow, under separate cover, from Andrew Connolly (CCC Principal Transport Officer).

## **7.0 PLANNING, MINERALS AND WASTE**

7.1 The northern part of the proposed site falls within Minerals Consultation Area M9J Kennett and Waste Consultation Area W8BB Kennett Landfill as depicted on map 28 and map 63 of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012 (SSP). The indicative phasing of the development indicates that the areas affected by the consultation areas are likely to commence 2022. It also falls within the sand and gravel Minerals Safeguarding Area as depicted on those maps.

7.2 Policy CS26 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 (CS) requires minerals to be assessed and where viable be extracted. The Environmental Statement (ES) addresses the topic of minerals and the viability, or the lack thereof in this case, between paragraphs 11.4.35 and 11.4.42; and the MWPA is satisfied that this meets the requirements of Policy CS26 of the Core Strategy.

7.3 Policies CS30 of the Core Strategy and SSP-W8 of Site Specific Proposals Document safeguard Kennett Landfill / Plantation Farm, Kennett / Red Lodge Transfer Station through a Waste Consultation Area and states that development will only be permitted where it is demonstrated that this will not prejudice existing or future waste management operations. The proposed phasing of the development is shown on page 125 of the Design and Access Statement. This indicates that the site will be developed from the south, moving northwards. Phase 3 and phase 4, which are closest to the landfill are planned for between 2024-27 and 2026-28 respectively. It is currently expected that the area of Kennett Landfill closest to Dane Hill Road will be worked and restored by the end of 2021. Consequently, it is unlikely that the proposed development will prejudice the identified waste management operations. However, if an extension of time is sought for works at the landfill site, this will matter will need to be considered further. The applicant is therefore advised to check the current position in respect to the landfill site, and if necessary to address this matter when it comes to the detailed planning application stage.

7.4 Policy CS28 (Waste Minimisation, Re-use, and Resource Recovery) of the Core Strategy seeks to encourage waste minimisation, re-use and resource recovery by requiring, inter

alia, waste management audits and strategies to be prepared and implemented for all developments over the value of £300,000 and the submission of RECAP Waste Management Design Guide Toolkit Assessment. The topic of waste management is address within the application in section 3.4 of the Environmental Statement. In this section under paragraph 3.4.3 it is stated that further information on waste management will be provided as part of the detailed design. It is, therefore requested that this matter be subject to the following pre-commencement condition:

***Detailed Waste Management and Minimisation Plan***

- 7.5 Prior to the commencement of development, or the commencement of any phase of the development for which this condition has not been met, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:
- i) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;*
  - ii) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;*
  - iii) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;*
  - iv) Any other steps to ensure the minimisation of waste during construction;*
  - v) The location and timing of provision of facilities pursuant to criteria i) to iv).*
  - vi) proposed monitoring and timing of submission of monitoring reports;*
  - vii) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;*
  - viii) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;*
  - ix) proposals for the management of municipal waste generated during occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles;*
- 7.6 The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

## **8.0 GENERIC S106 MATTERS**

### **Indexation**

- 8.1 Whilst the detail of the s106 agreement will be a matter for further discussion and negotiation, should there be a resolution to grant outline planning permission, it is stated herewith that the Council requires all financial contributions to be index linked from the date of project cost, as given, to the date of payment in accordance with the BCIS or RPI (whichever is appropriate) Index.

### **Security**

- 8.2 The Council will require that large financial contributions be protected by means of Parent Company Guarantee or Bond – mostly likely a bond for this development, with the threshold for coverage to be set at an appropriate level to be agreed between the Council and applicant.

## **APPENDIX 2: TRANSPORT ASSESSMENT COMMENTS**

### **Background**

The document reviewed is the transport assessment dated 25 May 2018 for a proposed development of 500 dwellings.

### **Transport Assessment Review**

#### **2.3**

##### **Access**

Currently there is no access to the site from Station Road or Dane Hill Road.

#### **2.4**

##### **Local Highway Network**

The review of the surrounding highway network and existing speed limits is acceptable.

#### **2.5**

##### **Existing Traffic Flows**

Manual classified counts were undertaken on the 20<sup>th</sup> October 2016 at the following junctions –

A11 Red Lodge Interchange Roundabout Junctions (SCC)

B1085/A11 interchange junctions – T-Junction off-slip & Roundabout on-slip (CCC & HE)

B1085 Station Road railway overbridge signals (CCC)

B1085 Station Road/Moulton Road/B1506 Bury Road Crossroads (SCC & CCC)

Merge/diverges at J38 of the A14 from to/from A11 (HE)

Merge/diverges at B1085/A11 interchange (HE)

Automatic traffic counts were undertaken on Station Road and Dane Hill Road between 2<sup>nd</sup> July and 8<sup>th</sup> July 2016.

#### **2.5.2**

##### **B1085 Station Road**

Footway over running has been observed at the Station Road / Bury Road / Moulton Road junction by HGV's.

#### **2.6**

##### **Personal Injury Accidents**

The latest 60 months accident data has been provided and there are no accident clusters within the study area.

#### **4.1**

##### **Local Facilities**

It is noted that current local facilities are poor within Kennett.

#### **4.2**

##### **Walking and Cycling**

It is noted that there are very limited walking facilities within Kennett and no cycle facilities.

### 4.3

#### Buses

It is noted that the only formal bus stop with shelter is in Church Lane, but when I visited site there was no timetable at the stop.

Point 4.3 states –

There are timetabled bus stops located on Station Road adjacent to the railway station

It then goes on to say

There are no bus stop facilities at the railway station

Clarification needs to be provided on the two bus stops on Station Road by the train station, what facilities are provided on the ground?

The existing bus service is infrequent and irregular and not suitable to serve a new development of 500 dwellings.

### 4.4

#### Trains

It is noted that there is an existing train station at Kennett, to the south of the proposed development. The station currently has limited vehicular parking facilities and cycle parking which is not covered. Trains stopping at the station currently have a frequency of one every 2 hours, this is not sufficient to serve a new development of 500 dwellings.

### 4.5

#### Summary

I disagree with the summary, the existing facilities in Kennett are not sufficient to support a new development of 500 dwellings. There is a poor bus and train service, which means new residents will have no option but to use the private motor vehicle.

### 5.1

#### The Development

It is proposed to construct a perimeter road with the first phase of 100 dwellings.

There are no significant capacity or safety issues in Kennett, nor would a development of this size require a new perimeter road as proposed. Detailed justification needs to be provided as to why the perimeter road is required and how it meets the CIL tests in highway terms. The proposed route appears to duplicate the existing fit-for-purpose highway provision on Station Road, and also introduces new concerns about vehicle speeds.

### 5.2

#### Proposed Assess Arrangements

It is proposed as part of the planning application to alter the speed limit on Station Road and Dane Hill Road. A traffic regulation order is needed to change a speed limit and this is a completely separate process to the planning application process and is open to a public consultation. Therefore a speed limit change cannot be conditioned as part of a planning permission.

### 5.3

#### Other Off-site Highway Improvements

- i) There does not appear to be any highway boundary information included, therefore it is unclear if the proposed new footway/cycleway to the train station can be provided. Confirmation of highway boundary needs to be provided from Cambridgeshire County Council, this then needs to be overlaid on the proposed footway plan.
- ii) It is proposed to provide new traffic islands and central hatching on Station Road from A14 overbridge to Bell Inn Junction for proposed 30mph speed limit.
- iii) It is proposed to provide junction alterations at the junction of Station Road / Bury Road / Moulton Road. The flow diagrams provided suggest that the development will not have any impact at this junction. Detailed justification needs to be provided as to why improvements are proposed at this junction and how they meet the CIL tests in highways terms. Note that CCC have concerns about the aforementioned flow assumptions relating to this junction (see comments re 7.4).

### 5.5

#### Public Transport Improvements

Increasing the train service at Kennett from two hourly to once hourly is welcome. A detailed plan needs to be provided showing the improvements to the existing train station forecourt so that this can be effectively conditioned on any approval given, the improvements should include a cover for the existing cycle parking. It is noted that a new 50 space car park for the train station will be provided within the proposed new development.

A development of 500 dwellings is not acceptable without improvements to bus stops and bus services. Full details of improvements need to be provided as part of the planning application so that they can be conditioned on any approval given. Confirmation needs to be provided from the bus company that a diversion of the existing service through the site is acceptable. New bus stops within the site need to be provided with, but not be limited to, shelters, flag, pole, timetable, real time passenger information (RTPI) and bus cage, a detailed plan needs to be provided showing the improvements to the two bus stops on Station Road by the train station. An exact route needs to be shown on a plan and details of what will happen with the existing bus stop and shelter on Church Lane.

Bus shelters are managed and maintained by the parish council, therefore written agreement needs to be provided from the parish that they will take on ownership of the shelters.

### 5.6

#### Parking

It is noted that parking on the proposed site will be in accordance with ECDC policy.

### 6.1

#### The Development Trip Generation

The use of TRICS to determine trip generation is acceptable, the TRICS outputs in appendix 14 are not of readable quality. Better quality TRICS outputs need to be provided for review.

Network peaks have been identified as 07.30-08.30 and 17.00-18.00, this is acceptable.

A proposed by-pass and linked trip reduction of 80% is not acceptable unless robust evidence is submitted to justify this level of discounting i.e. information from similar sites or current

guidance/case studies. A development of 500 dwellings is not enough to almost fully support a coffee shop, food store and pub/restaurant.

The proposed modal split is not acceptable. Total person trip rates should be calculated using TRICS and then split using census 2011 data to determine trips rates per mode. The mid layer for Kennett should be used to determine travel behaviour.

## **6.7**

### **Proposed Vehicular Trip Distribution and Assignment**

The use of census 2011 data to determine vehicular distribution is acceptable for use.

## **6.8**

### **Committed Development**

I am happy with the committed development included from the East Cambs district, but I am unable to comment on committed development from Suffolk.

## **6.9**

### **Construction Traffic**

It is proposed to submit a construction management plan once permission has been granted.

## **7.1**

### **Traffic Flow Conditions**

Diag 1: Weekday AM peak hour observed flows 2016 - Acceptable

Diag 2: Weekday PM peak hour observed flows 2016 – Acceptable

Diag 3: Weekday AM peak hour base flows 2026 – Acceptable

Diag 4: Weekday PM peak hour base flows 2026 – Acceptable

Diag 5: Weekday AM peak hour base flows 2031 – Acceptable

Diag 6: Weekday PM peak hour base flows 2031 – Acceptable

Diag 7: Weekday AM peak hour Proposed Residential Development traffic flows – not acceptable, the flow diagram show 0 vehicles will use the eastern access in the whole AM peak, this isn't correct.

Diag 8: Weekday AM peak hour Proposed Non-Residential Development traffic flows – not acceptable, the flow diagram show 0 vehicles will use the eastern access in the whole AM peak, this isn't correct.

Diag 9: Weekday AM peak hour Proposed Total Development traffic flows – Not acceptable due to issues raised above.

Diag 10: Weekday PM peak hour Proposed Residential Development traffic flows – not acceptable, the flow diagram show 0 vehicles will use the eastern access in the whole PM peak, this isn't correct.

Diag 11: Weekday PM peak hour Proposed Non-Residential Development traffic flows – not acceptable, the flow diagram show 0 vehicles will use the eastern access in the whole PM peak, this isn't correct.

Diag 12: Weekday PM peak hour Proposed Total Development traffic flows – Not acceptable due to issues raised above.

Diag 13: Weekday AM peak hour base 2026 + Total Development Flows – Not acceptable due to issues raised above.

Diag 14: Weekday PM peak hour base 2026 + Total Development Flows – Not acceptable due to issues raised above.

Diag 15: Weekday AM peak hour base 2031 + Total Development Flows – Not acceptable due to issues raised above.

Diag 16: Weekday PM peak hour base 2031 + Total Development Flows – Not acceptable due to issues raised above.

## **7.2**

### **Assessment Year**

A base year of 2016, full occupation of 2026 and a future year assessment of 2031 is acceptable.

## **7.3**

### **Traffic Growth**

The use of TEMPRO and the proposed growth rates are acceptable for use.

## **7.4**

### **Link Capacity Assessments**

Table 7.1 shows the proposed development will have an impact on the Bell Inn crossroads, but the flow diagrams do not show a single vehicle from the development heading south. This needs to be addressed.

## **7.5**

### **Operational Assessment**

The use of Junctions 9 and LinSig is acceptable.

The Highway Authority requires the actual LinSig file in order to check the model, this needs to be emailed to [andrew.connolly@cambridgeshire.gov.uk](mailto:andrew.connolly@cambridgeshire.gov.uk)

## **7.6**

### **Junction Assessments**

The following scenarios have been tested –

- Base Year scenario - 2016
- Do nothing scenario - 2026
- Do something scenario - 2026 + The Development (Complete)
- Do something scenario - 2031 + The Development (Complete)

The new junction proposed as part of the development will also be tested in the future years of 2026 and 2031, the junctions consist of –

- 1) Perimeter Road Northern Roundabout (with B1085 Dane Hill Road)
- 2) Intermediate Perimeter Road Roundabout
- 3) Right Turn Lane Junction to Village Centre
- 4) Right Turn Lane Junction to Employment Area
- 5) Perimeter Road Southern Roundabout (with B1085 Station Road)

## **7.7**

### **Junction Appraisal**

The junction assessments have not been checked due to the various issues above, once all the issues have been address a full review of the models will take place.

It is unclear from the information provided if growth and committed development has been included within the capacity testing of junctions, additional information needs to be provided.

**Conclusion**

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. Were the above issues addressed the Highway Authority would reconsider the application.

CCC therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.