

2. Bennell Farm development – to consider the Working Group’s recommendations and approve the Council’s submission to the Developers:

Comberton Parish Council decided at its July meeting that it wishes to reiterate its opposition to the construction of new houses on greenbelt land in the Parish, and clearly opposes the development of Bennell Farm. The detail and reasons for the Parish Council’s opposition has already been submitted in detail to the Local Development Plan consultation.

Based on what was discussed at the Parish Council meeting in July –

- The Council objects to the four storey buildings.
- All affordable housing should be rented.
- The ransom strip should be excluded from the plans.
- The S106 money should come to Comberton Parish Council.
- There should be bungalows for the elderly which should be warden controlled.
- Allotments should be included instead of a football pitch.
- There is a need for additional parking.
- There had not been enough consultation and a full consultation with the village should be arranged by the developers.
- The Parish Council is concerned at that the application was being submitted just before the summer holiday period.
- The lighting around the car park area should be sensitive.
- The Parish Council is concerned about the implications for flooding, with two events in recent years, as the watercourse is unable to deal with north – south flow.
- A bigger pumping station is required.

In addition the Council met last Thursday to consider your proposals further and adopted a "wish list" of items which the Parish Council would like the developer of Bennell Farm to provide with regards to recreation this consisted of the following:

- Pavilion extension and refurbishment
- Programme of enhancement of existing sports pitches
- Multi-use recreation area, to include a goal and basketball hoop
- Additional fitness equipment
- Additional skateboard equipment
- Disabled parking and access
- Tennis court resurfacing and new fencing

In addition, the meeting requested that you give consideration to developing the open space on the site for general recreational use rather than for sports pitches. The Council was concerned that, if the area were developed as sports pitches, this risked detracting from the existing facilities at the recreation ground.

With regards to highways and transport -

Introduction

The addition of 90 new homes at the east end of Comberton has potential to put another 100-200 cars on the road through the village. At peak times (8.30am-9.00am) we already have up to 600 vehicles per hour through the village, while children are walking and cycling to schools at both ends of the village. A large number of school buses arrive at CVC (and some at Meridian) from the direction of Toft. The addition of 90 further dwellings, with an access road opposite CVC, will exacerbate an already difficult situation.

The Parish Council has highlighted various needs that flow from the increased traffic that would be caused by the development. Therefore, if this development is given planning permission, either in advance of or as part of the Local Plan, Comberton Parish Council proposes that the following traffic measures should be considered as part of the plan.

Please note that this is a preliminary description of measures. Any firm proposal requires consultation with the residents of the parish who will be affected by the measures.

Proposed measures

During the meeting between the developers and Comberton Parish Council on 8 July 2015, the developers proposed constructing a footpath on the north side of West Street between Bennell Farm and the centre of Comberton (on the map between points C and D). The Parish Council supports this proposal, but in addition believes that the following measures should be considered.

Please see the attached map. The letters below relate to points marked on the map.

A	<p>Speed bumps / speed cushions At the western entrance to the village install speed bumps or a pair of speed cushions to reduce the speed of vehicles approaching the from Bennell Farm access road as they enter the village</p>
B	<p>Roundabout At the access road to Bennell Farm, install a roundabout. Work with CVC / leisure centre to move the entrance and exit to the carpark to the same point. Possibly move bus dropping off point to enter and exit at the roundabout. This would also have the effect of slowing traffic entering the village and approaching the Bennell Farm access road. If a carpark is constructed on the north side of the road (as in the Bennell Farm plans) this will also facilitate access to and from the parking lot.</p>
C	<p>Zebra crossing or pedestrian refuge At the central pedestrian access from Bennell Farm, install a zebra crossing or pedestrian refuge to assist children attending CVC from Bennell Farm to cross the road. This would also be important for pedestrians arriving at CVC from the centre of the village on the north side of the road.</p>
C–D	<p>Footpath on north side of West Street Between points C and D, install a footpath, or combined cycle and footpath on the north side of West Street. This facilitates pedestrians from Bennell Farm to access the centre of Comberton without having to cross the road.</p>
E	<p>Zebra crossing A zebra crossing is already needed in the village. With the increase in traffic on the road as a result of development of Bennell Farm, this becomes absolutely essential. The zebra crossing will enable children to access the recreation ground and back gate of Meridian Primary School safely; and will help elderly people from the sheltered housing to access the village shop safely.</p>
E–G	<p>Cycle lane Between points E and G, a cycle lane on the south side of Barton Road would be particularly important for children accessing the centre of the village from the east end of the village. This would increase safety on a narrow section of road, which is currently dangerous for young cyclists.</p>
F	<p>Speed bumps / speed cushions After traffic passes Hines Lane on Barton Road drivers tend to speed up, feeling that they have left the village as they pass into fields. They then arrive at the primary school at Harbour avenue driving at speeds of 40 mph. Speed bumps here would not affect neighbouring residents, and can be installed at the location of existing street lighting. This would ensure that the extra vehicles from Bennell Farm do not exacerbate the difficulty of crossing to the primary school from the south side of Barton Road.</p>
G	<p>Extended footpath The footpath from Harbour Avenue, on the north side of Barton Road, should be extended about 20m further towards the centre of the village. This allows pedestrians to move further away from the junction with Harbour Avenue, and to have a better sightline of traffic approaching in both directions.</p>
	<p>Interactive speed signs Interactive speed signs (which show the actual speed of motorists) are more effective at reducing vehicle speeds than other forms. These should be considered locations at each end of the village.</p>