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Submit additional site information

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To complete this submission, you will need:

- evidence of landowner support
- site address
- a site plan

Are you submitting a new site, submitting an amendment or commenting on an existing submission?

I am submitting a new site

I am submitting an amendment to an existing site submission

I am making a comment on an existing site submission

Contact details

Title (optional)

Pronoun (optional)

First name

Dani

Surname

Kilsby-Steele

Name of organisation (if applicable) (optional)

Bidwells

Address line 1 (optional)

Address line 2 (optional)

Address line 3 (optional)

Address line 4 (optional)

Postcode (optional)

CB2 9LD

Daytime telephone number

Email

Please indicate your status

Landowner

Developer

Land agent

Registered provider

Planning consultant

Other

Landowner contact details

Landowner title (optional)

Landowner name

Chivers Farms Ltd

Landowner organisation (if applicable) (optional)

Landowner organisation address (if applicable) (optional)

Landowner organisation postcode (optional)

Landowner email

daniella.kilsby-steele@bidwells.co.uk

Landowner telephone

Is there more than 1 landowner?

No

Yes

Have all landowners been informed of this submission?

No

Yes

Do all landowners support this submission?

No Yes

Are there any issues that would prevent council officers to undertake a site visit?

 No Yes

Amendment to existing site submission

HELAA (Housing and Employment Land Availability Assessment) reference number

40389

If you don't know your reference number, please locate it on the [HELAA reference map](#).

Please provide a brief summary of the proposed amendments to the site

Response to Draft Policy S/RRA – non-residential, office use for 2.24 hectares

Bedlam Farm, Milton Rd, Impington, CB24 9NG

Currently the council's assessment of the proposal indicates three red flag issues. We have provided direct responses to these three red flags below:

Accessibility to Services and Facilities

Further development of the site to increase the existing commercial uses on site, including offices and/or other appropriate commercial use, will provide increased employment opportunities for those who live locally. One of the buildings on site already has B1 and B2 use; this building extends to approximately 884m². The existing uses on site include a high-quality local food and drink caterer and an administration management company.

There are several primary schools within 10 minutes' drive of the site, including Histon & Impington Brook Primary School (30 minutes' walk from the site), Arbury Primary School and Milton C of E Primary School. We understand that the primary school provision is set to increase in Histon and Impington, due to the Council recently approving a new 420-place school. There are also several secondary schools/colleges within 10 minutes' drive of the site, including Impington Village College (22 minutes' walk from the site), Cambridge Regional College and the College of West Anglia.

Firs House Surgery in Histon is a 6-minute drive from the site (35-minute walk); the Surgery also offers a home visit service for patients who require this. There is also a Bupa Health Centre and Spire Hospital, both within 5 minutes' drive from the site (30 minutes' walk).

There is an established bus network in Impington, with the nearest bus stop being less than 2,000m from the site. The Milton Park and Ride is a 4-minute drive from the site, with free parking. These methods of transport provide suitable options for travel into Cambridge city.

There is an off-road cycleway that commences on Butt Lane (leading directly from Milton Road). The cycleway goes past the Milton Park and Ride, before leading onto a National Cycle Network route. Similarly, there are several off-road cycleways through Impington and Histon, within proximity of the site, making up part of the National Cycle Network route. The site should be considered suitably connected based on its accessibility, to both the east and west, to the National Cycle Network.

Chivers Farms Limited is supportive of improving and maintaining walking and cycling links around the villages of Impington and Histon, as well as the principle of enhancing walking and cycling routes for the wider community.

Site Access

As shown on the amended site plan (attached) there is an existing access which connects the site to the adopted highway network on Milton Road; the existing access is a private metalled road. There is already permission on site for Class B1 and B2 use. This proposal will be an extension of the existing uses on site.

Strategic Highways Impact

This site sits to the north west of Impington which, combined with Histon, is one of the most sustainable villages in Cambridgeshire. Histon and Impington have an extensive network of walking and cycling routes, and the current Neighbourhood Plan supports and encourages sustainable travel.

Histon and Impington support a range of shops and services. There is a guided bus stop as well as a Citi 8 bus service which provide frequent public transport to Cambridge and the Science Park. It has a number of employment areas, including Vision Park. The guided busway also provides a safe cycle access to Cambridge Science Park. Impington Village College is within the settlement. Histon and Impington is proposed to remain as a Rural Centre.

Appendix 5 of the Topic Paper confirms that Histon/Impington scores 9 out of 10 on level of village services and facilities including food stores; this is the second highest ranking in SCDC area.

It has been noted that Highways impacts for the Local Plan were considered in consultation with Highways England (for the Strategic Road Network) and Cambridgeshire County Council (as the local highway authority).

We understand that work with Highways England (now named National Highways) led to an overall approach to assessing the impact of proposals on the strategic road network (M11, A11, A14, and A428). Based upon junction capacity, a zonal approach was developed to consider the potential impact of sites according to which part of the strategic road network they were connected to.

The Councils collaborated with Highways England to agree an approach to assessing the impact of proposals on the strategic road network. This assessment was based upon the capacity of junctions, as these are the pinch points on the road network which causes traffic congestion. These zones are drawn around each junction on the strategic road network to reflect the catchment area or roads which feed into those junctions.

Each zone was assigned a Red, Amber, Green (RAG) score according to how the junctions perform in terms of their capacity to accommodate additional traffic.

Development proposals fall within these zones and are assessed according to the criteria attributed to their zone. This site falls within zone 3 and is therefore given a red flag and the wording - no capacity for growth.

Zone 3 'A14 Cambridge Northern Bypass' is one of two zones to have no capacity for growth, and to score a red flag. We understand that this does not rule out sites at this stage. However, to be acceptable in planning terms development proposals within these zones will need to demonstrate (through a Transport Assessment and Travel Plan) no net increase in vehicles trips on the strategic road network. This will be demonstrated using a 'trip budget'.

In response to the above very generalized approach to impact on the strategic highway network it should be noted

that this site is strategically located outside of the village, but within easy cycling and driving distance, and within a 30-minute walk of Histon and Impington. For the proposed use, it is not essential for the site to be within a village setting; commercial uses are often better places away from residential. The site is also previously developed land, and any development would be sympathetic and take into consideration the existing character of the site and the surrounding countryside. The landowner intends to undertake a full transport and accessibility study in due course. The Landowner is also willing to discuss sustainable travel routes including cycling routes across their land in conjunction with the Parish Council as appropriate.

Based on the above, this site must be given individual consideration as the council assessment methodology does specifically state that for general zone 3 individual sites should 'not be ruled out at this stage.'

We hope that the locational attributes and the existing uses at this site show an increased connectivity advantage over other undeveloped sites in more rural locations.

Has the site boundary changed?

 No Yes

Site boundary changed

If the site boundary has changed, please upload a new map clearly showing a site boundary and land ownership.

The site needs to be edged in red and to include all land necessary for the proposed development. Any other land in the same ownership, close to or adjacent to the site, to be edged in blue.

File format: pdf, jpg and png.

Upload File(s)

[Bedlam](#)

[Site](#)

[Plan.pdf](#)

Are you submitting new accompanying evidence for the site?

 No Yes

Are you amending any of the other previous information provided?

 No Yes

Your ref no: VTWPHMKX

Declaration

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

Please note: If you are using Internet Explorer as your browser, you will not be able to view your answers via the link above as this is not supported in Internet Explorer.

Declaration

I declare that the information I have provided on this form is accurate