

Your ref no: ZHPCHJKF

This form was started at:10/12/2021 11:18:41

This form was completed at:10/12/2021 11:33:14

Internal form classification:N / A

## 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**

**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  
40282

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 – residential land allocation of 2.99 hectares  
Land adjacent to St Georges Way and Woodcock Close, Impington CB24 9AF

Currently the council's assessment of the proposal indicates two red flag issues.

We have attached the Master Plan Vision Study which was submitted to the Neighbourhood Plan process in 2018. This document demonstrates the potential of this site and fully assesses the site opportunities and constraints.

We have also provided direct responses to the two red flags below:

### Site Access

The proposed site does have a direct link to the adopted public highway as shown by the attached amended site plan. The landowner's land abuts the adopted highway network on to Woodcock Close – please see attached insert of the adopted highway network obtained from [Cambridgeshire.gov.uk](http://Cambridgeshire.gov.uk). The access is already used by farm vehicles to access the land for its current use – Google Street View image attached to show existing site access.

We have obtained a full access report from EAS (attached). This report summarises the access as follows: This proposed access utilises the existing route from Woodcock Close to the potential development site. The available width is circa 8.7m. The plan demonstrates a 1.8m continuous footway and a 4.8m carriageway, with a curtailed footway on the south side and a 4.5m radius at the entry. There is straight access for a refuse vehicle into the site so the 4.5m radii are a practical option. On exit the visibility splay to the left is drawn to the centre of the road. The Y distance is drawn at 25m and as shown avoids the neighbouring garden but would cross this if drawn to the ideal standard. 25m is, however, suitable for a 20mph residential road (the diagram for this summary is also attached separately).

### Strategic Highways Impact

This site sits within the area of Histon and Impington which, combined, are two of the most sustainable villages in Cambridgeshire. The villages already have an extensive network of walking and cycling routes, and the current Neighbourhood Plan supports and encourages sustainable travel. This is confirmed in the Greater Cambridge Local Plan Development Strategy Topic Paper which states:

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 well located with good transport links into Cambridge and access to the A14 providing connections north, east and west. Furthermore, the guided busway is routed through Histon and provides road-free cycle and pedestrian access both into Cambridge and towards St Ives. Cambridge North station is approximately 3.5km from the site boundary and includes routes to London (50 mins), Norwich (1.5hr) and Ely (13 mins). The guided busway provides a direct route to the station. The Landowner is willing to discuss sustainable travel routes including cycling routes across their land in conjunction with the Parish Council as appropriate.

Histon and Impington is a sustainable settlement, home to its own healthcare facility, primary school and secondary school. The attached facilities plan shows the available facilities within the vicinity of the site. There are also a range of mobile services which visit the village regularly including a mobile library.

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 of this site carry enough weight over rural locations which do not have the adjoining transport connectivity advantages which results in a sustainable transport location.

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)

[Woodcock  
Site  
Plan.pdf](#)

Are you submitting new accompanying evidence for the site?

No

Yes

What theme or themes best describe the accompanying evidence you are providing?

- Landscape and ecology
- Heritage and archaeology
- Transport and highways
- Environmental health
- Planning submission status
- None of the above

### New accompanying evidence upload

Please upload any accompanying evidence as a .PDF, .doc or .jpg.

Upload File(s)

[A  
Transport  
Access  
Review  
080618  
with  
appendices.pdf  
Access  
diagram  
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Adopted  
highways  
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NP  
2018  
Submission  
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2).pdf

Are you amending any of the other previous information provided?

No

Yes



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## 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