

7 March 2025

The Savills logo consists of the word "savills" in a lowercase, sans-serif font, colored red, set against a solid yellow rectangular background.

Greater Cambridge Planning Service

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Dear Sirs,

SUBMISSION TO GREATER CAMBRIDGE LOCAL PLAN CALL FOR SITES ON BEHALF OF BARRETT REDROW

Land East of Bridge Road, Impington

Savills (UK) Ltd are instructed by Barratt Redrow (BR) to make representations as part of the Greater Cambridge Local Plan Call for Sites in respect of development at Land East of Bridge Road, Impington.

As part of the submission we have pleasure in sharing their emerging vision for development of this site. This is a site that has not previously been submitted as part of the Greater Cambridge Local Plan but is now available and BR are excited about sharing their thoughts on the contribution this site can make to the needs of the village, and wider area, and to improving the living conditions of existing residents of the village.

The City and South Cambridgeshire Councils have already recognised that land for more houses than currently provided for in the Greater Cambridge Local Plan First Proposals will need to be found. The Government has also recently consulted on a new methodology for determining housing need which would see a rise in housing need in Cambridge City and South Cambridgeshire compared to the existing methodology. Recent planning permissions and planned developments in North East Cambridge will also increasingly rely on employees being able to get to work in that area by ways other than the car. This site provides that opportunity.

Accompanying this letter is a Vision Document which is underpinned by detailed assessments carried out by qualified professionals on: Access, Air Quality, Biodiversity Net Gain, Landscape and Noise. As an appendix to this letter, comment is provided on the site, and a brief summary of the conclusion of the each of these documents. The Landscape Summary Report describes that the site makes a 'limited' contribution to the wider setting of the Green Belt. It does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143 of the NPPF, namely (a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; or d) to preserve the setting and special character of historic towns. It should therefore be defined as Grey belt for the purposes of plan-making, and considered in this basis.

We do recognise that it is important that Impington retains its separate identity to Cambridge, but have demonstrated that the sensitive development of the site can ensure that this continues whilst also delivering benefits to the existing community. We recognise the impact the A14 Improvement Scheme has had on the village, and we continue to undertake work to assess how development of this site can not only be designed to provide good living conditions for new residents, but could also act as a 'barrier' and thereby improve noise from the A14 on the existing village. In these respects, we are cognisant that the site is one of the A14 Mitigation Sites identified in the Neighbourhood Plan.

The Site at Bridge Road offers an exciting opportunity to deliver the much needed new housing for Greater Cambridge. The Site has the potential to deliver up to 224 dwellings, including a mix of house-types, tenure and densities with provision for affordable housing. The proposal also seeks to enhance the active travel network of the area by offering potential pedestrian connectivity and accesses across the Cambridgeshire

Guided Busway, the NCN Route 51 as well as the bridleway running along the northern boundary of the Site. Further information with regards to the Site's connectivity is provided in the Vision Document. The landscaped masterplan will ensure access to a variety of multi-functional green spaces proposed including play areas, allotment and a community orchard as well as enhancement of biodiversity through the introduction of SuDS basins and swales. This, in turn, will help create an ecologically sound development and a pleasant environment where people will want to live.

We would very much welcome the opportunity to discuss these emerging proposals with the Councils and local community.

Yours sincerely

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Appendix

The Site

The site lies north of Cambridge and the A14, and on the southern edge of Histon & Impington. The site is approximately 3 miles from Central Cambridge, which is roughly a 15-minute cycle. The site is currently in agricultural use, largely for hay-making, and for large social events. The site is also frequently used by dog walkers, owing to the tolerance of the owners.

The site is accessed from Bridge Road via a private drive serving an existing dwelling abutting the site's western boundary. There is also an orchard to the north-west of the site, providing a buffer to Bridge Road. There are multiple informal pedestrian accesses onto the Site, particularly along the northern boundary, where occasional gaps in the hedgerow that runs along the length of the boundary allows access to the National Cycle Network (NCN) Route 51 and the Cambridgeshire Guided Busway. The eastern boundary is formed by hedgerows and trees separating the Site from the Chivers Lake area. Gaps in the north-eastern corner facilitate further access to informal routes around the lake.

The southern boundary of the Site follows the ditch running through the field from west to east. Two extensions at the eastern and western end jut south, with the western parcel fully enclosed by mature trees and the western parcel an extension to the main Site. A parcel of land outside the site boundary remains as an agricultural field and further south is a hotel complex and its grounds including parking.

Planning Constraints

The site is within Flood Zone 1, meaning it has a low risk of flooding (according to the Environment Agency Flood Risk Map for Planning). The site also has a very low risk of surface water flooding. There are no ecological designations on the site itself, but the site is within an SSSI Impact Risk Zone for Histon Road SSSI. There are no Heritage Assets within the site. There are three assets located within the vicinity of the site, the closest being approximately 40m north of the site. There are no Tree Preservation Orders (TPO) on the site itself and there are no Public Rights of Way (PRoW) within the site.

Planning History

There is limited planning history on the site. All of the applications pre-date 2000 and are related to the Agricultural Use of the site, listed in the table below.

LPA Reference	Description	Address	Decision (date)
S/1862/87/F	Boarding cattery	Millfield Farm Bridge Road Impington Cambridgeshire	Granted (08/11/1987)
S/0013/90/F	Extension to boarding cattery	Millfield Farm Bridge Road Impington Cambridgeshire	Granted (07/02/1990)
S/0800/99/F	Stables	Millfield Farm Bridge Road Impington Cambridgeshire	Granted (05/07/1999)

Summary of Underpinning Documents

Green Belt and Accessibility – Landscape Summary Report

In terms of Green Belt setting there are three key questions pertinent to this site:

1. The openness of the site and its relationship with the wider setting of the Green Belt;
2. The degree to which the site contributes to the separate character and identity of Histon and Cambridge; and
3. The degree to which the site contributes to the historic setting of Cambridge, and to a lesser degree Histon and Impington.

The Landscape Summary Report that has been prepared assesses these on a site specific basis and concludes that:

1. In terms of openness and encroachment, any harm to the setting of the Green Belt would be limited to the immediate setting of the site, and the robust and enduring nature of its boundaries provides certainty that an alteration to the Green Belt boundary in this location will not lead to future pressure to subsequently review/consider further expansion. The A14 in this location makes a significant contribution to their perceived separation between Cambridge and Histon and Impington.
2. Impington clearly shares a close relationship with Cambridge with strong public transport and highway links between the two. The A14 is raised in sections between Cambridge and Histon and whilst only making a limited contribution to their physical separation, the highway makes a more significant contribution to their perceived separation. The elevated nature of the junction crossing in combination with its vegetated setting creates a defined separation threshold.
3. In terms of historic setting the site makes a limited contribution to Cambridge or the local settlements of Histon and Impington.

Air Quality Technical Note

Air Quality is not considered a significant constraint and the site is not within an existing Air Quality Management Area. The report assesses that pollutant concentrations were predicted to be below current relevant air quality objectives for England and the site is considered suitable for the proposed residential use without the requirement for mitigation measures to protect future users from elevated pollution concentrations.

Noise and Vibration Constraint Technical Note

The report identified three key noise sources; Noise from road traffic on the A14, Bridge Road and surrounding road network (including the guided busway) and Histon Football Club. The report concluded that with appropriate consideration to site design, mitigation measures and glazing/ventilation choices noise can be mitigated.

The report considers that the proposed development itself could screen existing sections of the village (to the north west of the redline boundary) from the A14 to the south, and therefore could provide a betterment to the existing noise climate at these locations. This will help fulfil policy HM15 of the Histon and Impington Neighbourhood Plan.

Preliminary Ecological Appraisal

A Preliminary Ecological Appraisal has been carried out.

Access Appraisal

The appraisal recognises that the location of the site in relation to cycle and bus infrastructure presents an excellent opportunity to promote travel via these modes and thus create a sustainable development. There are opportunities to improve the pedestrian infrastructure in the vicinity of the site and the proposed development could be served via one point of vehicular access, which would be provided in the form of a right turn lane arrangement.