

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

2nd April 2008

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0146/08/F - IMPINGTON

Residential Development of 113 Dwellings (Including 43 Affordable) On All That Land With Frontage To and North of Impington Lane for Luminus Developments

Recommendation: Delegated Refusal

Date for Determination: 29th April 2008 (Major)

Notes:

This Application has been reported to the Planning Committee as it is considered by the Development Control Manager that it should be presented to Committee for decision.

Conservation Area

Site and Proposal

1. The site, measuring 2.044 hectares (ha), is located north of Impington Lane and east of Glebe Way close to the village centre of Histon behind residential properties fronting these roads. It comprises two distinct areas. Land on the western part of the site is the southern part of a long-standing housing allocation (Impington1 in the South Cambridgeshire Local Plan, 2004). This area has been cleared and trees planted to the southern boundary where the site adjoins the rear gardens of houses to Impington Lane. The eastern part of the site comprises various commercial buildings, amongst which are two Victorian/Edwardian factories that front Impington Lane, and areas of hardstanding. The land is relatively flat. The site falls within an area of medium to high flood risk, particularly in the western area.
2. Within the site area there is relatively little by way of landscaping. A conifer hedge runs along the western edge of the site boundary with no. 37 Impington Lane. The mainly hedged boundaries with the rear gardens of properties on Impington Lane have been reinforced by recent tree planting.
3. The site currently has access for vehicles off Impington Lane to the former Unwins site. A field access to the western part of the site is available off Glebe Way.
4. This full planning application, received on 29th January 2008 seeks approval for 113 dwellings at a density of 55.28 dwellings per hectare (dph). The scheme includes the following mix of private residential units:

4 x 5-bed houses	5.97%
9 x 4 bed houses	13.43%
3 x 3 bed houses	4.47%
30 x 2 bed flats	44.77%
21 x 1 bed flats	31.34

Total 67



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Scale 1/2500 Date 18/3/2008

Centre = 544278 E 263528 N

April 2008 Planning Committee

40.7% of the units proposed will be affordable. The mix within the affordable element is:

15 x 2 bed houses	17 x 2 bed flats	32
14 x 1 bed flats		14
Total 29	17	46

5. The proposals include conversion of one of the older commercial buildings fronting Impington Lane.
6. Within the development site there will be 125 car parking spaces, 9 of which will be for disabled persons, 103 per units (1.1 per dwelling) and 22 visitor spaces. Secured cycle parking of 1 space per dwelling is to be provided.
7. Landscaping is indicated as including the retention of existing planting where possible and additional planting, a 5-metre wide landscape buffer to the north-east boundary; open space and play area.
8. The areas of play proposed include a sunken area of equipped play space on the eastern section of the site and an area of informal open space between blocks 3 and 4 on the western area.
9. 10% of the site's energy requirements will be met through the inclusion of a biomass plant to serve two blocks of flats or a biomass plant to serve one block of flats and solar panels to all the houses. Units are to be constructed to Local Government Code for Sustainable Homes Level 3.
10. The application is accompanied by a Design Access Statement, Planning Policy Statement, proposals for the Provision of Public Art, Sustainability Statement, Renewable Report, Geoenvironmental Assessment Report, Transport Assessment, Water Conservation Statement, Affordable Housing Statement, Health Impact Assessment and Biodiversity Checklist. A statement regarding marketing of the site was submitted as part of pre-application information.

Planning History

11. Outline planning permission was sought under ref. **S/0321/05/O** residential development on this site. It included details of access, with all other matters reserved, although it was later agreed at appeal that this would be a reserved matter. In reaching a decision to dismiss the appeal, the Inspector noted two principal concerns, the unacceptable loss of employment land and whether the proposal would suffer an unacceptable level of risk from flooding.
12. On the first point the Inspector noted: "...the marketing information necessary to demonstrate that the site is inappropriate for any employment use to continue, in accordance with policy EM8, has not been provided. Consequently, I conclude that the proposal would result in an unacceptable loss of employment land" (paragraph 16).
13. On the second reason, the Inspector noted that proposals for dealing with flood risk had been tabled at the Hearing. However, he did not consider these in reaching his decision, noting that it was impossible to conclude with the necessary degree of certainty, at that time, that the site could not be developed without an unacceptable risk of flooding, particularly on the western part of site allocated for housing.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

14. **Policy P1/3** - Sustainable Design in Built Development - requires a high standard of design and sustainability for all new development.
15. **Policy P6/1** - Development Related Provision - states development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured.
16. **Policy 8/3** - Area Transport Plans – seeks the identification of transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.

South Cambridgeshire Local Development Framework 2007:

Core Strategy

17. **Policy ST/3** - Re-Using Previously Developed Land and Buildings - states making efficient use of land through the re-use of previously developed land is central to the approach to delivering sustainable development.
18. **Policy ST/4** - Rural Centres - identifies Histon and Impington and states development and redevelopment without any limit on individual scheme size will be permitted within village frameworks, provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

Development Control Policies

19. **Policy DP/1** - Sustainable Development - states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
20. **Policy DP/2** - Design of New Development - states all new development must be of high quality design and, inter alia:
 - (1) Preserve or enhance the character of the local area.
 - (2) Conserve or enhance important environmental assets of the use.
 - (3) Include variety and interest within a coherent design.
 - (4) Provide higher residential densities, and a mix of housing types including smaller homes.
 - (5) Provide high quality public spaces.
 - (6) Include high quality landscaping compatible with the scale and character of the development and its surroundings.
21. **Policy DP/3** - Development Criteria - states:

All development proposals should provide, as appropriate to the nature, scale and economic viability, inter alia:

 - (1) Affordable housing.
 - (2) Car parking, with provision kept to a minimum.
 - (3) Safe and secure cycle parking.
 - (4) Outdoor play space.
 - (5) Safe and convenient access for all to public buildings.

- (6) Screened storage and collection of refuse, including recyclable materials.
 - (7) A design and layout that minimises opportunities for crime.
 - (8) Financial contribution towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development.
 - (9) It also states planning permission will not be granted where the proposed development would have an unacceptable adverse impact, inter alia:
 - (10) Residential amenity
 - (11) From traffic generated
 - (12) On village character
 - (13) On ecological, wildlife and archaeological interests.
 - (14) On flooding and flood risk.
 - (15) On recreation or other community facilities.
22. **Policy DP/4 - Infrastructure and New Developments** - states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. Contributions may be necessary, inter alia, for the following:
- (1) Affordable housing
 - (2) Education
 - (3) Public open space
 - (4) Community facilities
 - (5) Landscaping and biodiversity
 - (6) Arts and cultural provision
23. **Policy DP/5 - Cumulative Development** – states that development will not be permitted where it:
- (1) Forms part of a larger site where there would be a requirement for infrastructure provision if developed as a whole;
 - (2) Would result in a piecemeal, unsatisfactory form of development;
 - (3) Would prejudice development of another site adjacent or nearby.
24. **Policy DP/6 - Construction Methods** - states where practicable, development which by its nature or extent is likely to have some adverse impact upon the local environment and amenity during construction and/or is likely to generate construction waste should, inter alia:
- (1) Recycle construction waste.
 - (2) Prepare a “Resource Re-use and Recycling Scheme” to cover all waste arising during the construction.
 - (3) Be bound by a “Considerate Contractors Scheme” or similar arrangement, including restrictions on hours of noisy operations.
25. **Policy DP/7 - Development Frameworks** - states redevelopment of unallocated land and buildings within development frameworks will be permitted, provided that:
- (1) Retention of the site in its present state does not form an essential part of the local character.
 - (2) Development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours.
 - (3) There is the necessary infrastructure capacity to support the development.
 - (4) Development would not result in the loss of a local service or facility.

26. **Policy GB/3** - Mitigating the Impact of Development Adjoining the Green Belt - requires that any adverse impact on the Green Belt must taken into account and that development on edges of settlements surrounded by Green Belt must include careful landscaping and design measures of a high quality in order to protect the purposes of the Green Belt.
27. **Policy HG/1** - Housing Density - states that residential developments will make best use of the site by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. Higher average net densities of at least 40 dwellings per hectare should be achieved in more sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for, good local public transport services.
28. **Policy HG/2** - Housing Mix - states residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs.
29. **Policy HG/3** - Affordable Housing - states proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing. The amount of affordable housing sought will be 40% or more of the dwellings for which planning permission may be given on all sites of two or more dwellings. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. site remediation, infrastructure provision).
30. **Policy ET/6** - Loss of Rural Employment to Non-Employment Uses – states: The conversion, change of use or re-development of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
 - (a) It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications will need to be accompanied by documentary evidence that the site is not suitable or capable of being made suitable for continued employment use. Evidence would be required that the property has been adequately marketed for a period of not less than twelve months on terms that reflect the lawful use and condition of the premises; or
 - (b) The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises; or
 - (c) The existing use is generating environmental problems such as noise, pollution, or unacceptable levels of traffic and any alternative employment use would continue to generate similar environmental problems.
31. **Policy SF/6** - Public Art and New Development - states in determining planning applications the District Council will encourage the provision or commissioning of publicly accessible art, craft and design works. The Policy will apply to residential developments comprising 10 or more dwellings.

32. **Policy SF/10** - Outdoor Play Space, Informal Open Space and New Developments - states all residential developments will be required to contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities) and Informal Open Space to meet the additional need generated by the development in accordance with the standards in **Policy SF/11**.
33. **Policy SF/11** - Open Space Standards - states the minimum standard for outdoor play space and informal open space is 2.8ha per 1000 people, comprising:
 - (1) Outdoor sport 1.6ha per 1000 people.
 - (2) Children's Playspace - 0.8ha per 1000 people.
 - (3) Informal Open Space - 0.4ha per 1000 people.
34. **Policy NE/1** - Energy Efficiency - states development will be required to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new buildings, for example through location, layout, orientation, aspect and external design.
35. **Policy NE/3** - Renewable Energy Technologies in New Development - states all development proposals greater than 10 dwellings will include technology for renewable energy to provide at least 10% of their predicted energy requirement.
36. **Policy NE/6** - Biodiversity - requires new developments to aim to maintain, enhance, restore or add to biodiversity. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species, priority species or habitat, unless the impact can be adequately mitigated by measures secured by planning conditions. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.
37. **Policy NE/8** - Groundwater – restricts development that will pose an unacceptable risk to the quality of the underlying groundwater from the chalk aquifer to the south and east of Cambridge.
38. **Policy NE/11** - Flood Risk - states that in relation to flood risk, applications for planning permission will be judged against national policy (currently in PPS25).
39. **Policy NE/12** - Water Conservation - Requires that development must incorporate all practicable water conservation measures. All development proposals greater than 1,000 m² or 10 dwellings will be required to submit a Water Conservation Strategy prior to the commencement of the development to demonstrate how this is to be achieved.
40. **Policy CH/2** - Archaeological Sites – requires that archaeological sites will be protected in accordance with national policy (currently PPG16).
41. **Policy CH/4** - Development Within the Curtilage or Setting of a Listed Building - seeks to restrict development that would adversely affect the curtilage or wider setting of a Listed Building and requires that proposals must provide clear illustrative and technical material to allow that impact to be properly assessed.

42. **Policy CH/5** - Conservation Areas - requires planning applications for development proposals or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.
43. **Policy TR/1** - Planning for More Sustainable Travel - states planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel modes. The amount of car parking provision in new developments should be minimised, compatible with their location. Developments should be designed from the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking. Safe and secure cycle parking shall be provided.
44. **Policy TR/2** - Car and Cycle Parking Standards - states car parking should be provided in accordance with the Council's maximum standards, to reduce over reliance on the car and to promote more sustainable forms of transport.
45. **Policy TR/3** - Mitigating Travel Impact - requires applications for major residential development to be accompanied by a Transport Assessment.
46. **Policy TR/4** - Non-motorised Modes - states the District Council will use its planning powers by ensuring that all new developments are designed at the outset to facilitate and encourage short distance trips between home, work, schools and for leisure.

Consultation

47. **Impington Parish Council: recommend refusal commenting:**

"Introduction

Impington Council records its appreciation for the applicant in organising an exhibition regarding the application for local residents, and its efforts to publicise that event.

In addition, the Council acknowledges and supports the specific Planning Obligation proposals:

- to cascade nomination rights such that first priority will be given to indigenous villagers, their families and their dependants;
- Public Art, specifically the involvement of young people in the process;
- contribution to off-site recreation and community facilities.

Impington Council recognises that the allocation of Impington 1 establishes that the western end of the site should come forward for development, and that the aspiration of current, and previous owners has been to redevelop the previous employment area for residential use.

As such the Council accepts principle of the application, but has considered at length the detail of this particular application in making its recommendation:

Recommendation

The Parish Council recommends refusal on the following grounds:

1. **Overdevelopment**

Policy Impington 1 (Local Plan) still applies, and note 51.22 says: "Being on the edge of the Green Belt, the District Council will require a low density of development and extensive landscaping on this boundary of the site."

*Policy SP/6, in the LDF Site Specific Policies yet to be adopted, identifies a notional allocation of 57 properties (at 40/ha) for the **whole** of Impington 1.*

The western end comprises only **part** of Impington 1, but is developed at around 75/ha. This is excessive, in breach of Policy Impington 1, and far exceeds the allocation in Policy SP/6.

In note 4.2 to Policy HG/1 higher densities are expected in Northstowe and the urban extensions to Cambridge. However, this is **not** such an extension, though the average density exceeds that of Arbury Park.

The application represents an overdevelopment of the site.

2. **Design**

The following Policies are relevant:

Policy DP/2 1. All new development must be of high quality design and, as appropriate to the scale and nature of the development, should:

f. Be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;

POLICY GB/3 Mitigating the Impact of Development Adjoining the Green Belt

1. Where development proposals are in the vicinity of the Green Belt, account will be taken of any adverse impact on the Green Belt.

2. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality in order to protect the purposes of the Green Belt.

Note 3.8 However, account will also need to be taken of the impact of proposals on the adjoining Green Belt, including views from the Green Belt.

The major areas of concern are regarding the scale, massing and height of the blocks of flats, mainly on Impington 1 and adjacent to the Green Belt, and to the conservation area to the west.

The design of blocks F1-F5 is incompatible in the location, in terms of scale, height, mass and form.

They are not of sufficient quality to mark them as landmark buildings (Policy GB/3) and therefore their impact on the Green Belt and views from it is unacceptable.

Furthermore, the landscaping proposals are of inadequate quality and are sufficiently small scale that the impact on views from the Green Belt will take years to have any effect - and therefore are unacceptable.

The south facing terraces on the blocks of flats are likely to overlook rear gardens, and rear rooms/bedrooms.

Impington Lane is a typical ribbon development that has grown over time to develop a rich mix of housing styles - conventional two storeys, chalet and bungalow. Only in one area is there any repetition, and those properties are well set back from the road, and themselves at varying distances of set back.

The houses fronting Impington Lane are therefore out of style and character - both by their uniformity, bulk, and proximity to the road edge. The design quality also questionable.

Impington Council are keen to retain quality elements of the village's built heritage. The building at the west of the site entrance is such a feature. It is visible on OS maps from the 1920s, which show the eastern component (i.e. that proposed for demolition/replacement) and not the remainder (i.e. that adjacent to the "Red House").

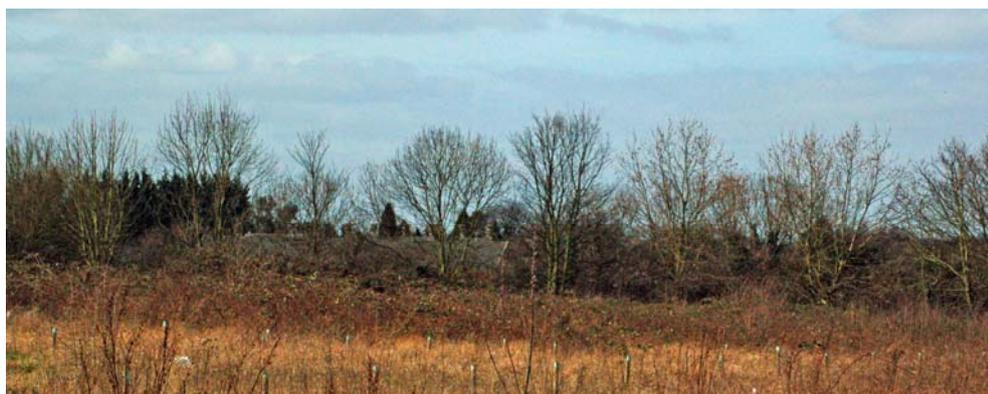
The demolition of this portion, seemingly of the same age and period as the "Red House", should be avoided if at all possible, and the Council would encourage all efforts to retain it within the scheme.

3. **Impact on Conservation Areas**

*Policy CH/5 covers planning applications in **or affecting** Conservation Areas. Furthermore:*

Para 8.14 The District Council will be looking for development to provide a level of visual interest equivalent to that of the existing buildings in the Conservation Area.

The following photograph was taken from the Impington conservation area (and next to the public road) across the Green Belt directly towards the north east corner of the proposed block F2. The trees in the background are beyond the proposed site of the development and show the impact of a four storey block adjacent to the Green Belt.



In that context, the blocks of flats will be visible for the Histon conservation area, across the tops of the existing dwellings fronting on Water Lane at the west of the proposed development. The following photograph illustrates the current arrangement. The open area affords extensive public views across the skyline above these dwellings from some 100m back from them so that the flats will be clearly visible. This view is from same half of that maximum distance.



4. **Inadequate car parking**

Policy TR/2 gives the adopted standard for car parking is an average of 1.5 spaces per dwelling (Development Control Policies Appendix 1).

The Cambridgeshire Design Guide for Streets and Public Realm identifies that for parking *an inadequate provision ... result in high levels of inappropriate parking to the detriment of the streetscape* and specifies both minimum and maximum levels. The minimum level for the mix of properties on this site is 158.5, still below the adopted standard (169.5).

There is clear evidence from the Arbury Park development that inadequate provision does not constrain car ownership, and that the results forecast by the Design Guide are coming to fruition.

Furthermore, looking at 2001 census data (output area 12UGHN0026) shows that car ownership in the immediate area is 1.39 vehicles per property, which would give a requirement of 157 places.

As Histon & Impington become less sustainable by reason of loss of employment opportunity, the requirement for car ownership must increase.

The proposed rate of 0.9/property plus visitor and disabled parking is therefore inadequate.

The Council is also concerned as to the distribution of parking provision between market and affordable housing.

5. **Inadequate provision for cycle storage.**

Structure Plan Policy P8/8 is a requirement for the provision of adequate cycle facility provision, including cycle parking.

Development Control Policies Appendix 2 para 2 states: In the villages most homes, whether existing or yet to be built, have appropriate areas such as garages where cycles can be kept securely and under cover

This development does not provide most homes with a garage.

Having underprovided car parking, with the aspiration that alternative means would be used, the provision of cycle storage at the bare minimum is unacceptable.

The Council would wish to see the standards adopted by Cambridge City Council (1 per bedroom up to 3 bedrooms) applied.

6. Housing Mix

Policy HG/2 In developments of more than 10 dwellings a mix of units will be sought providing a range of accommodation, including one and two bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.

A proportion of new dwellings should be designed to lifetime mobility standards.

Note 4.5 It also advised that no more new homes of four or more bedrooms are required to meet identified market needs for the period to 2007.

POLICY HG/3 Affordable Housing

1. Proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing, as defined in PPS3, to meet local needs.

Note 4.12 The mix in the types of affordable housing appropriate for an individual site, will be considered having regard to the nature of identified need at the time of planning permission (on a district-wide basis for the major developments, Rural Centres

Impington Council regards that the Arbury Park development explicitly meets the district-wide needs of HG/3, and given the applicant's commitment that "that first priority will be given to indigenous villagers, their families and their dependants" that the affordable housing mix should meet **local** needs.

There is no evidence that the mix of affordable housing is appropriate, and the 2002 local housing survey did not identify a significant need for 1 bedroom properties. Local evidence from the Homefield development, where 1 bedroom properties have taken an extended time to find tenants, confirms this.

The mix of affordable properties does not meet local needs, there is overprovision of 1 bed properties.

There is no evidence presented that the market housing mix is appropriate. We note para 4.5 regarding homes of 4 or more bedrooms, and question the requirements and justification for the provision of 13 such properties on the development.

7. Traffic and highways safety

The Council has specific safety concerns regarding substandard design of the junction:

- a) a staggered priority junction on Impington Lane, particularly the proximity of the site access and Hereward Close. This will result in potentially confusing vehicular movements in and out of the two side roads. Department for Transport (DfT) guidance eg: TA20/84; TD42/95 suggests a minimum separation of 50m is acceptable but the proposed access arrangements are far less than this.
- b) visibility splays of 70m are provided. However, on roads with a speed limit of 30mph such as Impington Lane DfT guidance recommends that

90m visibility splays be provided. The junction proposals are therefore sub-standard on this aspect too.

And also regarding pedestrian and cyclist safety:

- a) particularly given the large numbers of school pupils who walk/cycle along Impington Lane during the morning peak hour and at the end of the school day. Currently the north side of Impington Lane is a relatively safe route with no side roads that pedestrians are required to cross. The new access will introduce a significant, and wide, new side road and hence increase pedestrian / vehicular conflict. The application includes no formal provision to help pedestrians cross the new access road.
- b) The south side of Impington Lane, particularly in the vicinity of the development, has significantly substandard footways (width). Pupils being forced to use this side will therefore be at higher risk
- c) The new dwellings fronting onto Impington Lane will also include their own driveways, each with access direct onto Impington Lane introducing further potential conflicts with pedestrians. To overcome this why can the access to these properties not be provided from the rear, via the main site access?
- d) A bus stop is provided on both sides of Impington Lane close to the site access. This does not appear to have been taken into account in the design of the site access and there is concern that the interaction with buses and bus passengers is another area of conflict not fully considered.

There are a number of clear flaws in the traffic assessment, for example:

- a) The Histon & Impington Guided Bus stop, at approximately 1.3km, is well outside accepted walking distance (800m)
- b) The traffic survey was reported as having been undertaken on 24th October 2007 when:
 - it was half term, which results in a significant reduction in traffic in the Cambridge area
 - Gatehouse Road (leading from Histon towards Girton/Oakington) was closed for Guided Bus works. This prevented traffic from using the A10 rat-run routethe survey must therefore be questioned as to its validity
- c) Citi 7 operates every 10 minutes - though there is very limited spare capacity during rush hours in or out of Cambridge.
- d) To the accident tally presented should be added a fatal accident at the B1049 junction (June 2007) and a slight accident at the Hereward Close junction (September 2007).
- e) If New Road is to be used (as it is by many) as a route to the B1049/A14 then the accidents on that route, including a severe (near fatal) accident at the New Road/B1049 junction should be noted.

- f) It should also be noted that the B1049 is in the top quartile of B roads in Cambridgeshire for its accident record.

The Council believes that some aspects of these problems can be mitigated, and propose condition 5.

However, the Council has major concerns, particularly if more realistic trip generation rates are applied, that the impact will be above the 5% level at which further measures should be applied. The increases (7.12) identified of 7.1% and 11.1% are significant.

8. Flooding and the management of floodwater in the surrounding area

Impington Council is unable to fully assess the proposals.

However, the Council remains sceptical about the treatment of flooding in general, particularly over 100 year events that appear to be happening frequently.

There is real concern that the obligations in PPS25 to reduce flood risk overall have been met, and what the impact on neighbouring properties would be.

9. The loss of employment

Relevant policies:

ET/d To reduce commuting distances and the need to travel, particularly by car, by bringing home and workplace closer together, and by encouraging employment opportunities in accessible locations, or accessible by sustainable modes of travel.

ET/6 Para 5.17 Employment sites within village frameworks are a scarce resource, which should be retained.

Relevant application: S/1017/06/F - change of use to B1(C) and B8

The total loss of employment at the site further erodes the sustainability of Impington and Histon. As the policies say, employment sites are a scarce resource which should be retained.

Furthermore, the application for Mereway Farm demonstrated a clear need for business use in the northern fringe. If there is a clear need, there is a clear need, and the site should be retained, or at least some provision made for employment use.

10. Implications regarding Impington 1

The application only covers part of Impington 1, but nevertheless severely impacts the possibility of bringing the remainder forward for effective development given the mass and height of the blocks of flats.

Other points for concern

The obligations for renewable energy appear to be being met by the "biomass unit". However, there are no details offered, and the applicant suggested that this may be replaced by some alternative solution.

Impington Council would wish to be consulted on the formal proposals for a more eco-friendly solution, and the active Climate Change group (HICCA) in the community would also wish to be involved.

There are real concerns about delivery of biomass/removal of waste (which should be conditioned to be outside of peak hours); possible pollution/impact on air quality etc.

Conditions

Should the Council be minded to approve the application, Impington Parish Council would ask that the following conditions be applied:

1. All construction traffic to and from the site be restricted to accessing Impington Lane from the B1049 junction. No such traffic to use Burgoynes Road/Clay Close Lane/Milton Road, or New Road
Reason: Burgoynes Road/Clay Close Lane are narrow, have tight bends, and no footpaths. They are unsuitable for heavy traffic.

New Road is the site of IVC and has student pedestrian traffic much of the day.
2. All construction traffic is restricted from entering or leaving site between 7:30 and 9:00 in the morning peak, and 15:00 and 16:30 in the afternoon.
Reason: to avoid pedestrian and cyclist conflict, especially schoolchildren.
3. A contribution for improvement to the Public Drain draining the site, particularly where it passes under the B1049, as proposed in the Planning Obligations Paper, item 3:
Reason: Where the drain passes under the B1049 is a choke point which therefore limits the capacity of the drain to deal with flooding events.
4. The developer enter into a section 106 agreement with the Parish Council:
 - a. The Council's reason legal bills to be met;
 - b. A contribution made towards the development of offsite recreation and open space facilities - at the level of the previous application, indexed appropriately;
 - c. A contribution made towards the development of community facilities, specifically for youth work and a community meeting
Reason: To contribute to meeting the reasonable expectations of new residents for such facilities, and provide the necessary off site public open space.
5. Highways
 - a) Vehicular access to the properties facing Impington Lane should be from the rear
 - b) The footway on the south side of Impington Lane should be widened (together with whatever necessary alterations are necessary to the north side to maintain road width)
 - c) A bus bay be provided
 - d) The access road junction be redesigned to improve pedestrian safety, including some formal pedestrian crossing feature
Reason: To improve safety for pedestrians, particularly school pupils using this route.
6. Landscaping on the site and landscape buffers to be comprised of more mature specimens, and to include an extension of the 5m buffer zone to include the North Western section which abuts the remaining portion of Impington 1.
Reason: To shorten the timescale whereby this will provide a natural screen to the development and Green Belt/Conservation areas.

7. Provision of additional safety measures/a pedestrian crossing over the B1049.
Reason: The pedestrian access via Glebe Way presents a conflict with existing vehicular ROW to adjacent houses. It also channels residents towards an unsafe crossing point.
 8. Retention of trees and hedges to the front of the site.
Reason: To retain consistency with treatment elsewhere on the northern side of Impington Lane, to retain mature trees.
 9. Provision of a full Archaeological and Heritage Report
Reason: This should include a detailed examination of the situation of the iconic building facing Impington Lane which the developers propose to demolish, as well as the examination of the full history of the site.
 10. Provision of a full Ecological and Environmental Report
Reason: there is no firm commitment to the Biomass option from the developers and the implications have not been identified. Also the proposal makes no mention of means of reducing water usage.
 11. Provision of a full Policing/Safety Report
48. **Histon Parish Council** – recommend refusal and provide the following comments:

“Histon And Impington are regarded as one settlement for planning purposes. This application has been dealt with by Impington Parish Council, as the proposed development is situated in Impington. Residents from both villages attended Impington Parish Council’s planning meeting at which this application was reviewed and the exhibition laid on by the developers. We therefore fully support the Impington Parish Council detailed response put together as a result of these consultations.

In addition, as the affect of this development will fall as much on Histon, as Impington, we would like draw to your attention to the following major potentially adverse issues we have with this development:

Flooding

The development is proposed on a flood risk area and we can see little in mitigation to prevent the system operating beyond its capacity. It is already accepted that drainage is a major infrastructure issue in the villages. Histon and Impington Parish Councils have placed on record with the District Council documentary evidence of the impact of flooding on the villages over the last decade that appear to be at odds with the “three in a hundred years” scenarios proffered by the Environment Agency and the Developers. Removing further areas of soil that can absorb water and replacing it with concrete only exacerbates the problem and at best, probably moves it westwards into Histon.

Traffic

The increased traffic on Impington Lane that will be caused by this development gives us grave concerns As a major route to and from our junior and senior schools, the applicant does nothing to enhance his credibility by trying to equate the old commercial site movements with the traffic generated by 113 dwellings. Former employees of the previous owners; Unwins Seeds, question the (high) volume of vehicle movements suggested in evidence. The traffic “survey” carried out seems to unfortunately have taken place during the half term holidays. No account is taken of rat run traffic between Girton/Oakington and Milton along Impington Lane, as Gatehouse Lane , which takes the Girton/Oakington/bar Hill traffic , was also closed

at the time by the County Council Highways Department. No account is also taken of the expected increase of traffic once the Park and Ride system in Butt's Lane becomes operational.

Alternative forms of transport?

The Guided Bus station is outside walking distance. The City7 service runs at ten minute intervals during the day and is normally full at peak times through the village. In returning from Cambridge, the 5pm to 5.30pm buses are normally standing room only. The service, running at these levels has little room for expansion, especially as they and the new guided bus system has to traverse the already overloaded Histon Road. When the Guided Bus service starts the Citi7 will take even longer, as it has to wait for traffic queuing on the B1049 and also for the amount of time Station Road will be closed at Histon Station to allow the Guided Bus peak traffic to cross.

The B1049 is already at capacity at peak times. Thus, as the A14 "rat run" /traffic calming measures showed when introduced a couple of years ago, you can move traffic inter and intra the local villages but it does not reduce the total volume that flows. Like water, it finds the path of least resistance.

The County Council traffic light engineers spent months fiddling with the traffic lights sequence at the Green and finally admitted that they cannot be modified any further to alleviate congestion. As a consequence, any extra traffic generated will probably have to go down New Road past the Village College to join the traffic queues on the B1049 closer to the A14 junction. This then just lengthens the traffic queues and brings back into play the old rat run routes through the villages.

Parking is an issue as it is disingenuous to suggest that residents who do try and use public transport will not also have cars. Where will this parking take place? Like it does now in most village cul-de-sacs and narrow streets: half on the pavements or blocking the free passage of other vehicles around the site or the village.

Finally the proposed junction, between the development and Impington Lane and its proximity to the present junction at Hereward Close will create another "offset junction". The already known hazards of this type of junction will be added to by the narrowness of the pavement opposite and its use as a major school thoroughfare.

Design/Density

The proximity of the development to the edge of the village does not provide a natural gradation. The introduction of four storey blocks of flats will, despite artistic attempts to show differently, dominate the skyline, the view from Impington Lane and the conservation area at the centre of the villages. The density is more suited to an urban development which is not in keeping with our rural centre designation. The principal objection is the design of the blocks of flats which are in height and general design entirely out of keeping with a village environment.

Open Space

The village is already well under the open space requirements specified by the District Council for communities in its LDF. This development does nothing to alleviate this.

Infrastructure

Villages designated as Rural Centres have to have the necessary infrastructure in place to cater for their status. This development provides little relief to the deficits already in place and is in fact likely to increase the pressure on particular areas such as transport and drainage.

Conclusions

In conclusion, we think this proposed development with a density of 55 dwellings per hectare, whilst maybe suited to an urban environment, does not sit comfortably within the rural environment currently enjoyed by the villages of Histon and Impington.

Planning Conditions

The planning conditions listed by Impington Parish Council are noted and supported”.

Consultation

49. **Environment Agency** has commented on flooding and contamination:

Flooding

It objects to the proposal on grounds that “the Flood Risk Assessment dated November 2007 ref STR/660521/002/SMT is unacceptable. It does not demonstrate the flood compensation can be achieved on a level for level volume for volume basis. Therefore the development on the floodplain could lead to increased flooding elsewhere. The proposed surface water disposal details are unacceptable.

Flood compensation:

It is paramount that the FRA shows the full level for level volume for volume calculations with drawings. It also needs to show a final technical drawing of the flood compensation areas on the east and west with swale locations with required proposed ground levels required in order for the compensation system to work.

Surface water details:

Surface water calculations must be based on the Greenfield runoff rate and prorated for the new impermeable areas. Flow control structures and storage volumes and the location and type of surface water balancing facilities need to be fully detailed within the FRA. The design of the surface water balancing system must consider the fluvial flooding aspect.

S106:

The swales and flood compensation areas **MUST** be protected from future development and ground level changes which would prevent flood water moving across the site. We suggest these details are placed within the heads of terms within a section 106.

Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.

Until it is demonstrated that the new flood compensation volumes are achievable and can work for the lifetime of the development and surface water runoff details are satisfactory we will maintain our objection to this development”.

Contamination

It requires a condition that prior to the development commencing a scheme to deal with the risks of contamination of the site shall be submitted to and approved by the local planning authority as there is a risk to the water environment and the information supplied is insufficient to be able to assess the risk to controlled waters. If any contamination is found a remediation strategy will then also be required and implemented in order to prevent increased risk of pollution of the water environment.

50. **Local Highway Authority** recommend refusal commenting:

“The developer’s transport assessment correctly identifies that a mini roundabout is inappropriate as a junction to serve the development. Provision of such a junction no longer complies with current national design standards.

A junction can be formed with adequate visibility as shown in the application; however, the junction is too narrow and requires heavy vehicles to mount the footway in order to access the site. This is unacceptable in regard to highway safety, as a pedestrian wishing to cross the junction mouth would be endangered. Therefore refusal is recommended by the Highway Authority on grounds of highway safety.

The internal layout, whilst not being offered for adoption, presents an intimidating and dangerous pedestrian environment. Carriageways and footways are narrow footways are intermittent and often on the opposite side of the carriageways to residential units, and therefore inappropriately positioned.

Carriageways are too narrow and provide little opportunity for two vehicles to pass if a pedestrian is present.

The space at junctions is too constrained to allow larger vehicles to manoeuvre easily, again to the detriment of the pedestrian environment.

Car parking is provided at a level of less than 1 space per dwelling. This will further exacerbate the situation, as it will encourage inappropriate car parking within the development, obstructing pedestrian and vehicular flow further.

In several locations insufficient space is provided to turn a vehicle to enter and leave parking spaces.

The metalled surface of the footway/cycleway link is insufficient for a bicycle and a pedestrian to pass.

The allocation of what parking there is biased towards the market housing, which could lead to issues of social exclusion for occupants of the affordable units.

NCATP payments are triggered by the proposal, and these will be calculated separately and further advice given”.

51. **Highway Agency** has placed holding direction under Article 14 of the Town and Country Planning (General Development Procedure) Order 1995 as it considers that the proposal could have a detrimental impact on the A14. It requires further assessment of the impact of development traffic. It has provided further clarification of its requirements which are:

- (1) An explanation of the NCATP / TRICS methodology;
- (2) Justification of the relatively low trip rate adopted;
- (3) An assessment of the impact of the development on the B1049 and Histon interchange (percentage increased as minimum); and
- (4) A comprehensive travel plan for the site.

52. **Cambridgeshire Fire and Rescue Service** requires a scheme for the provision of fire hydrants by way of section 106 or planning conditions and access and facilities for the fire service in accordance with Building Regulations Document B5, Section 16.

53. **Cambridgeshire Archaeology** requires an archaeological evaluation prior to the granting of planning permission in order to make an informed decision as to whether any planning consent will need to include provision for the recording and preservation of important archaeological remains in situ.
54. **Internal Drainage Board** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
55. **Cambridgeshire County Council (Education)** requires a contribution of £195,000 towards the provision of 5 primary school places due to a shortfall in places locally.
56. **Urban Design Officer** - no comment received. Members will be updated verbally or by way of a written addendum to this report.
57. **Trees and Landscape Officer** – notes that a robust landscaping scheme for the site is required.
58. **Landscape Design Officer** – comments that: “The density of the development is well above that of the surrounding area. However there is a reasonable landscape buffer around the site and the adjacent properties either have relatively long gardens or the land is undeveloped. The landscape proposals seem sympathetic and the creation of circular walks around the site is to be applauded, allowing both formal and informal spaces to be developed. I look forward to seeing more detailed landscape plans in due course”.
59. **Ecology Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
60. **Corporate Manager (Health and Environmental Services)** – makes recommendations to address issues of noise during construction, including hours for the use of power operated and pile driven foundations. A condition requiring an assessment of land contamination has also been requested.
61. **Housing Development Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
62. **Drainage Manager** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
63. **Building Control Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
64. **Sustainability Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
65. **Arts Development Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
66. **Anglian Water** has commented that it is keen to support the spatial planning process across the region and suggests specific comments
67. **Police Architectural Liaison Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.

Representations

68. James Paice MP has written commenting: "I do think it is important that the site is not overdeveloped and the idea of four storey properties in a village setting like Impington does seem to me to be immensely out of place".
69. 59 letters of objection have been received from local residents. The issues raised are summarised below:

Car parking and access issues

- (a) Need for another access to serve the development from off Ambrose Way to Glebe Way (B1049);
- (b) Impact on safer routes to school and subsequent safety of children;
- (c) Insufficient visibility splays on Impington Lane – only 70m shown rather than recommended 90m;
- (d) Lack of formal pedestrian crossing;
- (e) Need to assess the capacity of existing junctions to take further traffic;
- (f) Increased noise and pollution resulting from extra traffic;
- (g) Increased traffic in Impington Lane which is already heavily congested at peak times, with queues back to New Road. Residents frequently are blocked in, especially if there is a problem on the A14 and due to increased use by HGVs due to the increased use of satnav;
- (h) The traffic assessment does not take into account new development i.e. the Milton Park and Ride and Mereway Business Park at Butt Lane;
- (i) Traffic assessment is inaccurate in that it does not acknowledge that there are frequent minor and serious accidents (including a recent fatality) at the junction of Impington Lane and the B1049. There is a need to get accurate records from the police / local transport department;
- (j) The traffic counts should include the large numbers of pedestrians and cyclists, and school buses using Impington Lane;
- (k) Traffic surveys were carried out during school holidays and compared the former commercial traffic at the wrong times i.e. residential traffic is during peak times whereas commercial traffic will be spread more across the day;
- (l) Impact on the timing /capacity of the traffic lights at Glebe Way;
- (m) Access is too close to the Herewood Close junction, creating additional confusion for all highway users;
- (n) Car parking is well below the SCDC standard with likely consequence of on street parking in Impington Lane;
- (o) Bollards could be used in the development to halve the traffic onto Impington Lane if an access via Ambrose Way to Glebe Way were provided;

- (p) The Glebe Way access is not wide enough for the car users that currently use it and pedestrians;
- (q) The use of bus services is unrealistic, e.g. to get to Addenbrookes due to journey times;
- (r) The Guided Busway is not a realistic option for most residents, as the nearest stop will be a mile away from the site;
- (s) Speed of vehicles on Impington Lane is already an issue;
- (t) Paths must be safe for cyclists and pedestrians if traffic is to increase significantly;
- (u) The position of the existing bus stop restricts visibility at the site entrance; and
- (v) Insufficient covered cycle parking.

Layout and design

- (a) Landscaping to Glebe Way will result in a loss of light to gardens, and potentially harm underground service and garage foundations;
- (b) Overlooking of properties on Glebe Way;
- (c) Noise, litter, loss of privacy, light pollution and health and safety issues resulting from proposed footway link to Glebe Way;
- (d) Insufficient refuse storage;
- (e) Recently planted trees are too close to rear boundaries and will only provide screening in summer, as they are deciduous;
- (f) It was anticipated that the site would be developed along the lines of Ambrose Way;
- (g) The conversions (type B) are acceptable;
- (h) Lack of open green space;
- (i) Need for family homes rather than flats;
- (j) The design is more in keeping with business premises;
- (k) Balconies provide unrestricted views over gardens, creating a “goldfish bowl effect”;
- (l) Covenants restrict boundary treatments between Impington Lane properties and the Unwins site e.g. chain mail is not permitted;
- (m) Plans give an incorrect impression, as the flats will seem closer to Impington Lane than shown;
- (n) Timber cladding is likely to look cheap and eventually be replaced by upvc;
- (o) There is an attractive frontage to Impington Lane and trees should be protected;

- (p) Flats are more appropriate to the city than a village setting; these are ugly, will dominate the sky line, are out of character and imposing;
- (q) Failure to utilise more of the existing buildings – loss of local heritage e.g. buildings on eastern part of site;
- (r) Failure to respond to local vernacular to create something of visual benefit to the whole community;
- (s) Dwellings fronting Impington Lane lack the variety and visual interest of existing development and present a homogenous appearance;
- (t) The layout does not reflect the usual pattern of decreasing density towards village edge. This scheme is the total reverse of this;
- (u) The need for so many 1 bedroom flats is questioned;
- (v) Terraces will face down gardens;
- (w) Trees won't grow high enough to screen the development;
- (x) The scheme should be decreased from 4 storeys to 2 storey with gardens backing onto gardens;
- (y) The density will impact on the adjacent Green Belt and is out of keeping with the area;
- (z) The site is unsuitable for 3-4 storey flats as these will be out of keeping, impact on the Conservation Area and Listed Buildings; are visually intrusive; result in overlooking and loss of privacy, will result in noise and light pollution, mainly face bungalows on Impington Lane;
- (aa) Designs should be more akin to the edge of city developments at Ely i.e. sympathetic;
- (bb) Designs are bland, ugly and totally out of keeping;
- (cc) Lack of adequate screening to Green Belt and the village edge;
- (dd) Flats are sited so that they will overlook each other; and
- (ee) Density exceeds that of Arbury.

Flooding

- (a) Frequent / annual local floods;
- (b) The western area is in the flood plain and should be used as open space instead of having the highest density development there;
- (c) Lack of adequate assessment of alleviation measures and local drainage infrastructure;
- (d) Need to apply the PPS25 sequential test;

- (e) Queries as to who will be responsible for the maintenance of drains;
- (f) The drainage system locally is ageing and not designed for this level of growth. There is a need to disperse water more quickly rather than storing it / holding it back;
- (g) Properties in Impington Lane have been refused home insurance due to being in the floodplain;
- (h) Will underground storage tanks be used to stop flooding?
- (i) The play area is within the area to be used in flood events.

Employment

- (a) Loss of local employment through loss of employment use on Unwins site;
- (b) Failure to offer the site for joint housing and employment uses;
- (c) Marketing states that there is a lack of demand, however this conflicts with the same agents' statement re. Mereway Business Park, for which it argued a great need;
- (d) Loss of light industrial uses;
- (e) No alternative employment sites in the village;
- (f) Impact on the villages' sustainability due to provision of extra housing and loss of employment within it.
- (g) The site's particulars have not been on either agents' websites;
- (h) Turning the village into a dormitory of Cambridge,
- (i) The site has been marketed as one unit and did not address the need for small business / retail units.

Biomass Plant

- (a) What is the real environmental benefit of the biomass plant e.g. frequency of trips to deliver fuel and need to fell trees that take 25-30 years to grow;
- (b) Methane is the main cause of harm to the atmosphere not CO₂,
- (c) Size of plant and storage of fuel / ash not addressed;
- (d) Position adjacent to neighbouring properties and potential impact of emissions, fuel storage close to the garage at no. 10 Glebe Way, and potential for vandalism.

Other matters

- (a) Survey local services, as all are overstretched e.g. doctors, dentists, nurseries, schools due to existing development e.g. Arbury Park, recent care homes;
- (b) Impact on local wildlife e.g. though loss of hedges and ditches;

- (c) Need for wildlife surveys to be carried out;
- (d) Precedent;
- (e) Lack of adequate investigation into archaeology – pits were dug and later filled in;
- (f) Affordable units should be prioritised for villagers;
- (g) Further development accessed via land adjacent to no. 67 Impington Lane is to be resisted;
- (h) The scheme is the result of the developer's greed;
- (i) Noise from construction;
- (j) 80 houses previously refused;
- (k) Lack of need for so many 1 bedroom flats;
- (l) Lack of community provision; and
- (m) Lack of sufficient publicity.

Planning Comments – Key Issues

70. There are number of key issues in determining this application: the scale and form of the development, density, neighbouring amenity, infrastructure and local services, housing mix, impact on the village edge and Green Belt, public open space provision, wildlife, crime prevention, traffic, access, flooding, drainage, cumulative development, loss of employment, archaeology, conservation area and Listed Buildings, and car parking.

Layout and design

71. The density of the proposed scheme is significantly higher than that of the surrounding area and by far exceeds the 30-40 dph sought. The need to reduce the overall footprint to overcome issues of building on the flood plain has dictated the approach taken by the developer. The applicant has supplied some indicative street scenes on which the outline of buildings proposed have been added. At certain vantage points it does seem likely that the development will be screened, to a degree. Given the sensitive location on the edge of village and Green Belt, the proposal to include three and four storey development fails to respond to the local context and will harm the character and appearance of the surrounding area. Simply reducing the number of units proposed to something more akin to the 30-40 dph and in keeping local built form could undoubtedly reduce the overall impact of the scheme. Local concerns that the scheme is ill conceived in this regard are generally supported. Initial verbal feedback from the Council's Conservation and Design Officer and Urban Design officer is that the scheme will harm the setting of the adjacent historic village centre and surrounding area updates will be given on this issue.

Neighbouring Amenity

72. The height of the development has led to local worries about amenities. The distance to the rear wall of properties on Glebe Way is at least 56 metres and to Impington Way 55 metres on the western area of the site. Taking into account the height of the flats this distance could be considered reasonable in terms of overlooking and privacy. The comments of the Urban Design Officer will aid in this assessment however.

73. It is unlikely that the blocks of flats will have significant impact in terms of loss of light to dwellings, however some loss of morning light to the end of gardens on Glebe Way may result.

Infrastructure and Local Services

74. The Villages of Histon and Impington have been identified as able to accommodate larger developments. Certain provisions are made for meeting increased demand where possible within the scope of planning e.g. through education and NCATP contributions.

Housing Mix

75. Although the scheme is for over 100 units and the mix is therefore not specified by Policy HG/2, it does require that the mix for all developments should provide a range of types, sizes and affordability to meet local needs. The Housing Development Team's comments relating to the affordable mix are awaited.

Public Open Space Provision

76. Although relatively large areas of open space are proposed within the scheme, the main area on which play equipment is to be placed is within a flood alleviation area. The use of such areas is not suitable for public open space and will not contribute towards the general need for open space. As a consequence it is concluded that the open space provision is inadequate as currently proposed.

Traffic and access

77. Significant concerns have been raised by the Local Highway Authority and Highway Agency. In the absence of further detailed assessment and revised road layouts the scheme is unacceptable. Anecdotal evidence locally suggests that there are errors in the traffic assessment. This area must be addressed prior to determination as the Highway Agency's holding objection prevents the Council from determining the application.

Car Parking

78. There is a significant shortfall in the car parking provision across the site, including a number of unsuitable disabled parking spaces. In this scheme it is considered that something closer to the standard of 1.5 dwellings per hectare could be achieved and that the shortfall is significant enough as it stands to be flagged as an issue.

Flooding and Drainage

79. It is clear from the Environment Agency's comments that flooding remains an issue. Local drainage issues may also be raised, subject to the Drainage Manager's comments. Further information is required from the developer to address this as in its current form the scheme is unacceptable.

Loss of Employment

80. The marketing of the site has been submitted and advice sought from an independent agent. The appropriateness of the marketing, given the mix uses, is unclear and a verbal update or addendum to the report on this matter will be given.

Archaeology

81. Some assessment of archaeology on site has been undertaken and the comments of the Archaeology Office are questioned by the developers, who believed this had been resolved, an update will be given.

Cumulative Development

82. It is possible that the development could prejudice the development of the remainder of the Impington 1 allocation, in that the form of development dictates a certain response on it that could be deemed an "unsatisfactory form of development" as outlined in policy DP/5 e.g. force development of a scale unsuited to a village edge location.

Other matters

83. Clearly a significant number of important issues, the main of which are briefly outlined above, remain unresolved. While there is potential to develop this land, in its current form the application is almost wholly unacceptable. The developers are aware of the issues raised and updates will be given relating to progress of these matters.

Recommendation

84. Subject to the further detailed comments awaited and the Highway Agency's holding objection, delegated refusal is sought.

Reasons

- (1) The scale, form and density of the scheme is out of keeping with the local area and will have a detrimental impact upon it, including harm to the Conservation Area and Green Belt contrary to policies P1/3 of the Cambridgeshire and Peterborough Structure Plan, 2003 and DP/2 and DP/3 of the South Cambridgeshire Local Development Framework, 2007.
- (2) The traffic assessment fails to adequately identify that no harm to the public highway will result from the development.
- (3) The proposed housing mix does not meet the identified local need as required by policy HG/2 of the South Cambridgeshire Local Development Framework, 2007.
- (4) Insufficient provision for public open space within the development, contrary to Policies SF/10 and SF/11 of the Cambridgeshire Local Development Framework 2007.
- (5) The proposals will increase the risk of flooding, contrary to PPS25 and Policy NE/11 of the South Cambridgeshire Local Development Frameworks 2007.
- (6) Loss of employment site, contrary to Policy EM/8 of the South Cambridgeshire Local Development Framework, 2007.

- (7) Inadequate provision for car parking within the scheme contrary to Policy TR/2 of the South Cambridgeshire Local Development Framework, 2007.
- (8) Contrary to policy DP/5 of the South Cambridgeshire Local Development Framework, 2007, the development would prejudice the development of the neighbouring land within the Impington 1 housing allocation.

Plus any other matters, if arising, from consultation responses yet to be received.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework 2007 - 2008
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/0321/05/O and S/0149/08/F
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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