

Matter: SC5

SCLP ID: 17620

WJ UNWIN and MESSRS BIGGS

MATTER SC5

Delivering High Quality Homes

SC5A Residential Site Allocations

SC5A.4 H/1:d Land North of Impington Lane, Histon & Impington



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Project Ref: 16-1133
Date: 12 September 2016
Prepared: 
Sophie Pain – Senior Consultant

Checked: 
Jenny Page - Head of Planning
T-0012 v2 Jan 15



1.0 INTRODUCTION

- 1.1 This statement has been prepared by Beacon Planning Ltd on behalf of W J Unwin & Messrs Biggs in response to the questions raised by the Inspector in the Matters and Issues for South Cambridgeshire Local Plan hearing sessions for the joint examination of the draft Local Plans for Cambridge City Council and South Cambridgeshire District Council. At the time representations were made during the Local Plan Proposed Submission consultation in 2013, W J Unwin & Messrs Biggs were represented by Bidwells property consultants. Since then, the landowners have selected Hill Residential Ltd as development partners to take the site forward. Beacon Planning Ltd have been instructed to represent the landowners and Hill and correspondence to that effect has been provided to the Programme Officer to demonstrate all parties agreement.
- 1.2 This statement is specifically in response to the Inspector's questions on Matter SC5:

Issue SC5A.41 Site Reference: Policy H/1.d – Land North of Impington Lane, Histon & Impington relating to the representations made to policy H/1 in the Local Plan Proposed Submission consultation (2013) (ref: 58658).

2.0 BACKGROUND

- 2.1 Site H/1.d is identified by the Council as a proposed residential allocation of 1.21ha with capacity for 25 dwellings. This is intended to contribute towards South Cambridgeshire District Council's target of 19,000 dwellings between 2011-2031 set by Local Plan Policy S/5: Provision of New Jobs and Homes. The proposed allocation is located within the second most sustainable settlement in the District as identified by the Council's Village Classification Report (June 2012).
- 2.2 Whilst the landowners supported the principle of the draft allocation through the consultation on the Local Plan proposed submission in 2013, a case was made within their original representation (58658) to enlarge the site and to include the land to the north within the allocation. This was on the grounds that the release of Green Belt for a development of 25 dwellings is considered to be, ineffective and inconsistent with the National Planning Policy Framework. The revised Green Belt boundary does not follow a

defined or physical boundary and the additional land could be released for development without compromising the five purposes of the Green Belt as set out in the LVIA submitted with the original representation, specifically paragraph 2.21 (Appendix 1).

- 2.3 In order for the plan to be considered sound the site should be amended in line with the site identified in the original representation. The enlarged site area is approximately 3.3 ha with a capacity of c75 dwellings and associated public open space. The Council has a shortfall in terms of its five-year supply, and the draft allocation and enlarged site will contribute to meeting Local Plan housing targets on a sustainable site which is suitable, deliverable and achievable and can be delivered early in the Plan period.
- 2.4 As set out in the original representation this site is not only ideally located in terms of its proximity to local services and facilities, but in terms of townscape. The existing development pattern of this part of the settlement has changed significantly since the SHLAA was undertaken with the development of Merrington Place, 66 dwellings immediately to the site to the west. The proposed allocation and the enlarged site sit comfortably adjacent to the existing built form on Impington Lane and Merrington Place. A development of this scale is entirely appropriate in this part of the village. Moreover, the northern and eastern boundaries of the enlarged development follow an established field boundary and form a well-defined edge to the settlement and the Green Belt.
- 2.5 For clarification the enlarged 3.3 ha site was originally proposed by the landowners, W J Unwin & Messrs Biggs through the SHLAA Call for Sites process in 2011. This enlarged site was at that time divided into two sites reflecting ownerships, references 112 & 114 in the Call for Sites (Appendix 2). The Council took forward part of both sites as their proposed allocation H/1:d (hatched in yellow) and rejected the northern part of both sites (coloured in red shading). The landowners have been working together to bring forward the amalgamated sites (112 and 114) as a single site (3.3ha) for the draft Local Plan Submission consultation and this is reaffirmed in this statement. Working together both landowners have selected to develop the site.
- 2.6 The Council have proposed site H/1:d for allocation with development potential for approximately 25 dwellings. They consider the site to be sustainable and to meet the requirements of the NPPF in being deliverable. The landowners support the allocation but in

responding to the Inspectors questions, this statement also demonstrates that those issues raised could also be satisfactorily addressed on the larger site (3.3ha) identified in the original representation. As such it is considered that this is an opportunity to maximise development in a highly sustainable location which can be delivered early in the Plan period and contribute to addressing the shortfall in the five-year supply.

3.0 RESPONSE TO INSPECTORS QUESTIONS

Question (i): What proportion of the site is within flood zone 1?

- 3.1 Referring to the Environment Agency's (EA) indicative flood map (Appendix 3), the proposed site allocation, is completely located within Flood Zone 1 as can be seen on the plan below. The Council's policy H/1.d states that 'no built development should take place in Flood Zones 2 and 3', but no part of the proposed allocation falls within these zones.
- 3.2 In respect to the enlarged site area identified in our representation (3.3ha), the vast majority of the site is shown by the indicative flood risk map as falling within Flood Zone 1. A small part of the enlarged site is shown as within Zones 2 and 3. However, the flood zone maps in the area need updating following new information produced in relation to nearby applications, namely the Merrington Place scheme to the west of the site. Consequently, the land is not at significant risk from flooding.
- 3.3 The original representation, for the 3.3ha site, was accompanied by a Flood Risk Assessment (FRA) and included a proposed site layout at Appendix C, which positioned open space and surface water features within land shown as Flood Zone 2 and 3, thereby utilising the site area within flood zone 1 for built development. It is envisaged that in allocating the whole site this would be the approach taken and the indicative capacity for the site takes into account this constraint.
- 3.4 Notwithstanding the above, the FRA that supported the original representation refers to the approach taken on the Merrington Place scheme. In considering that scheme, the EA identified that no part of that site, despite being shown on the flood maps as within Flood Zone 3, was part of the functional floodplain or at risk from ground water issues.

3.5 Appendix 4 reproduces the relevant sections of the submitted FRA including correspondence from the EA. It identifies that the highest local historic flood level was observed at Histon Pond in September 2005, where it reached 10.05 AOD. Paragraph 3.12 of the FRA explains that the majority of the enlarged site is above 10.05m AOD, as such the EA considers that the enlarged site is not at risk from flooding nor will it displace floodwaters which may cause flooding elsewhere. As such, whilst part of the site is shown on the indicative flood risk maps as being within Flood Zones 2 and 3, a detailed assessment has shown that the entire site is considered to be located outside of the floodplain and not at significant risk from fluvial flooding, nor will it displace flood water and cause flooding downstream.

3.6 It is a commonly accepted means of mitigation that landscaping, surface water attenuation features and open space are incorporated together as areas of multifunctional greenspace and located on land which may be prone to surface water flooding. As such, this approach could be adopted on this site towards the north west corner of the site, thereby leaving the remainder of the site for built development.

Question (ii): Would the location and configuration of the site enable the creation of an acceptable access arrangement in the context of highway safety?

3.7 As set out in the Transport Assessment that supported the earlier representation to the draft submitted Local Plan, it was the transport consultant's view that a safe access could be achieved from Impington Lane utilising land between 51-67 Impington Lane.

3.8 In order to demonstrate that a safe access is feasible, a further transport appraisal has been undertaken and can be found at Appendix 5 of this statement, which includes designs to demonstrate that a vehicle access for up to 100 dwellings can be achieved in this location. Cambridgeshire Highways Authority recommend that highway designs should embrace the principles in 'Manual for Streets.' Therefore, in line with this recommendation, the proposed access has been designed in accordance with guidance provided in this manual.

3.9 The Inspector's attention is drawn to paragraphs 3.2 to 3.10 of the appraisal where it identifies that a priority junction in this location can be designed to local design standards incorporating a 5.5 m wide access road, 1.8 m wide footways to each site and a 6 m kerb radii.

- 3.10 Furthermore, in accordance with speed survey data collected in June 2016 along Impington Lane, appropriate visibility splays (2.4 m x 43 m) can be achieved in both directions either within land under control of the applicant or within the adopted public highway and in accordance with the guidance present in Manual for Streets. For reference, the speed survey identified that heading in both directions, the average vehicle speed along Impington Lane, a 30 mph road, was approximately 18 mph. This is likely to be due to the existing traffic calming measures along the road.
- 3.11 In addition to the vehicle access, a pedestrian and cycle link could also be established to the east of the site (between 83 and 87 Impington Lane) linking the site with Impington Lane, if required.
- 3.12 The proposed junction design is in accordance with best practice guidance and in line with the priority junction approved to Merrington Place, a residential development of 66 dwellings to the west of the site. The junction is capable of serving up to 100 dwellings and as such, a safe access can be created for both the draft allocation and the enlarged site.

Part (iii): Could the impacts on the existing physical, social and educational infrastructure in Histon & Impington as a consequence of the development of the site be adequately mitigated?

- 3.13 As set out in the original representation, the site is located in a settlement that the Council identifies as a Rural Centre, the largest and most sustainable settlements within the Council's hierarchy. The site lies close to the village centre of Histon within easy walking and cycling distance (approximately 375 m) and contains a number of facilities and services that support this important rural centre as set out in the Council's Services and Facilities Study (Reference Document Library Ref: RD/Strat/250). As identified in the Council's Village Classification Report (Reference Document Library Ref: RD/Strat/240) the settlement has a good ratio of workplace population to employed residents. In addition, the site is within easy cycling distance of the significant employment opportunities available on the northern edge of Cambridge.

Physical Infrastructure

- 3.14 As identified in the SHLAA (relevant extract at Appendix 6) in relation to all sites at Histon and Impington, the impacts of the development upon utilities can be mitigated. It is common practice for these upgrades to be borne by the developer following pre-development assessments being carried out. This is the approach that would be adopted in relation to both the site as allocated (1.21 ha) and the enlarged site (3.3 ha).
- 3.15 The SHLAA identifies that access onto Impington Lane would be acceptable in principle and does not identify any specific requirements for improvements. The planning application process can identify any specific detailed improvements to highways infrastructure that would need to be carried out to mitigate any impacts of either the site as allocated (1.21 ha) or the site as enlarged (3.3 ha). These can be secured via S278 or by S106 Agreement or condition to be carried out at the appropriate time in the development programme. The site is served by bus (Citi 8, departures every day from Impington Lane every 20 minutes (Mon-Sat) and every 30 minutes (Sundays and BH)) and is within easy walking and cycling distance of schools, services, shops and community facilities.

Social Infrastructure

- 3.16 NHS England have been engaged during the Council's production of the Local Plan. In general, the NHS have identified capacity pressures within the District, including the doctors practice in Histon, which also serves residents of Impington.
- 3.17 The proposed development will generate additional demand on local health care facilities and this additional demand will be proportionate to whether there are 25 dwellings or 75 dwellings on the site. Within the draft Local Plan, this site is the only proposed allocation within Histon and Impington, other sites that may come forward during the course of the Plan period are likely to be smaller windfall sites, which are difficult to plan for and whose impact can be harder to mitigate.
- 3.18 There is no set standard for GPs per head of population. The NHS (Appendix 7) identifies that for every 1,000 patients there are 0.58 GPs, or 1,724 patients per GP. The NHS website (Appendix 7) also identifies that at The Firs Surgery in Histon there are 12,282 patients and 8

GPs, equating to 1,535 patients per GP, below the national average. That suggests that health infrastructure is not a barrier to development. In preparing a planning application for the site, NHS England and the local surgery will be engaged in discussions. If at that stage a need for contributions is identified, that can be dealt with either through the Community Infrastructure Levy 123 List once it is adopted, or a Section 106 Agreement.

- 3.19 Histon and Impington contains a large (6.7 ha) recreation ground of good quality. The Council has allocated a site SC/1 2g at Bypass Farm, west of Cottenham Road, Histon of 3.5 ha to improve recreation provision. This development can help to bring that site forward through S106 contributions. Indicative layouts for the site have demonstrated that children's play space and informal open space can be provided for on site in accordance with Council standards and that in respect of formal sports provision, this would be dealt with either through the Community Infrastructure Levy 123 List once it is adopted, or a Section 106 Agreement.

Education Infrastructure

- 3.20 The NPPF at paragraph 72 places great importance on ensuring that there is a sufficient choice of school places available to meet the needs of existing and new communities.
- 3.21 In meeting the needs of this draft allocation and others in the emerging Local Plan, strategic enhancements to school provision are programmed for by Cambridgeshire County Council. Cambridgeshire County Council consulted on options for additional primary School capacity at Histon & Impington earlier this year. The summary of that consultation can be found at Appendix 8. As part of their Capital Build Programme, the County Council is due to commence improvements in 2020 to increase primary capacity in Histon & Impington. Giving consideration to the future build programme, it is not likely that this proposed development will trigger the need for primary school places until 2019 at the earliest. As such, the development of the site will be at a time when improvements to capacity are being undertaken. No improvements are set out within the County Council's Build Programme for Impington Village College. Whilst the SHLAA identifies that the school is at or close to capacity, the school draws children from Cambridge. Given a new secondary school is proposed at North West Cambridge and there is capacity at North Cambridge Academy, and

a further secondary school is to be placed within Cambridge, it is unlikely that education capacity is a barrier to development.

- 3.22 Naturally, the larger site would generate the need for additional school places, depending on housing mix, but it is envisaged that as is normal practice this could be addressed through CIL/S106.

Question (iv): Would future occupiers of the site be adversely affected by traffic noise emanating from the A14?

- 3.23 As the crow flies, the site is located 1 mile to the north of the A14. Situated between the site and the A14 is a substantial area of residential development.

- 3.24 Reviewing the planning application(s) to the west of the site at Merrington Place for 66 dwellings, a noise assessment was not required nor did the Council consider that noise from the A14 would impact on the amenity of the future residents. Closer to the A14, the former SCA Packing Plant on Villa Road, Impington received approval from the Council in 2012 for the development of 72 homes. These properties are visible from the A14, being no more than 0.6 miles to the north across fields used by NIAB for agricultural crop testing. There is no intervening built form between the A14 and the site. Reviewing the Committee report for that application, again, no mitigation measures were considered necessary to ensure that the future residents of that development would be protected. Please see Appendix 9 for locations of sites referred to in this paragraph.

- 3.25 More recently, the A14 between junctions 31 (Girton Interchange with M11) and 32 (Histon) which stretches along the southern extent of Histon and Impington has been upgraded from a 2 lane carriageway to 3 lanes. As part of the Environmental Statement submitted for this Nationally Significant Infrastructure project the noise chapter concludes that the increase in road noise would not impact negatively in any way on existing residential properties between these two junctions. In order to ensure this, the proposals included improving the existing noise barriers at Impington. Para 9.4.12 of the Councils' assessment of the A14 widening from Cambridge to Huntingdon states there will be no or negligible impacts.

- 3.26 As part of the SLHAA Assessment, none of the sites within Histon and Impington, including those located in closer proximity to the A14 were rejected by the Council on the basis that the traffic noise from the A14 would be harmful to the future occupants.
- 3.27 Therefore, it is concluded that the development of this site would not be adversely affected by traffic noise from the A14.

4.0 CONCLUSION

4.1 Policy H/1.d and accompanying site map of the emerging Local Plan is considered to be unsound.

4.2 The policy is not considered to be sound for the following reasons:

Unjustified: Impington is a sustainable location for development, but the boundaries of the proposed allocation are not justified. The boundary is not drawn along natural features as shown in Appendix 10. It is not logical. There is a defensible boundary as shown in Appendix 11. Developing the additional land as proposed in the representations would not adversely affect the purposes of the Cambridge Green Belt.

Impact on Conservation Area and listed buildings would be addressed through heritage and townscape policies elsewhere within the development plan and as such bullet point 2 is not needed.

Inconsistent: The northern boundary of the site as proposed (1.21 ha) does not take account of paragraph 85 of the NPPF. The Council have drawn the boundary through the middle of an open piece of land, not following any clear physical feature that is readily recognisable or likely to be permanent.

4.3 The policy erroneously refers to the (1.21 ha) land as being within Flood Zones 2 and 3. The entire site, including the additional land, is not at significant risk of flooding. As such bullet point three of the policy is redundant. In any event this would be covered by policies elsewhere within the development plan and other legislation.

4.4 The site as proposed (1.21 ha) does not place appropriate weight on the highly sustainable location of the site within the second most sustainable settlement in the District and its ability to satisfactorily address its constraints through appropriate mitigation measures.

4.5 In order to make the Local Plan sound, the following changes (in bold and underlined) are required:

Site Reference	Area (ha) and indicative capacity	Development Requirements
H/1.d	<p><u>3.30 ha</u></p> <p><u>75 dwellings</u></p>	<ul style="list-style-type: none"> • Creation of a significant landscape buffer along the boundary of the site where it adjoins or could be seen from open countryside to provide a soft green village edge; • Design to mitigate impact on the conservation area and nearby listed buildings; • No built development to take place in flood zones 2 or 3.

4.4 The development site at 3.3ha effectively uses the land and the capacity within the wording of policy H/1.d should be increased to 75 dwellings. This will provide an additional 50 homes and a contribute to meeting Local Plan housing targets on a sustainable site which is suitable, deliverable and achievable and can be delivered early in the Plan period, contributing to the shortfall against the five year supply.

4.5 The Inspectors attention is drawn to Appendix 4, which demonstrates the precise change that is required to the proposed allocation H/1.d plan increasing the area to 3.30 ha, the development framework and the Green Belt boundary.

APPENDIX I

Extract from Bidwells LVIA

BIDWELLS

Landscape and Visual Appraisal and Landscape Strategy

W J Unwins and Messrs Biggs
Land to the rear of 49-83 Impington Lane, Histon
October 2013



W J Unwins and Messrs Biggs
Land to the rear of 49 – 83 Impington Lane, Histon
October 2013



Quality Assurance

Site name: Land to the rear of 49 – 83 Impington Lane, Histon
Client name: W J Unwins and Messrs Biggs
Type of report: Landscape and Visual Appraisal and Landscape Strategy

Prepared by: James Dee BA (Hons) PG Dip LA LLI

Signed _____
Date 8 October 2013

Reviewed by: Philip Ayres CMLI MIHort

Signed _____
Date 8 October 2013

However, due to the mass and density of the boundary vegetation, views into the site are not possible.

Scheduled Ancient Monument (SAM)

- 2.14 There are no SAMs on or bordering the proposals site. The nearest SAM, a moated site 140m south west of Histon Manor, is located approximately 700m north west of the proposal site. The proposal site is not visible from the SAM due to the intervening buildings.

Site of Special Scientific Interest (SSSI)

- 2.15 There are no designated SSSI's on or within the vicinity of the site.

Landscape Designations

- 2.16 There are no landscape designations on site. However, the site is currently within the Green Belt. This is explored in more detail further in the document.
- 2.17 (NOTE: THE SPECIAL POLICY AREA DESIGNATION IS NOT INCLUDED IN THE PROPOSED SUBMISSION LOCAL PLAN). The Proposed Submission Policies Map: July 2013 Inset No. 58 Histon and Impington also identifies various Protected Village Amenity Areas (Policy NH/11). The closest is located approximately 150m south east of the site directly northeast of Impington Village College. Views into the site are not possible from this location due to intervening buildings.

Public Right of Way (PRoW)

- 2.18 There is no PRoW in or bordering the proposal site. There is a limited network within the surrounding area. The majority of PRoW are located to the south of the site leading towards Cambridge and Girton as shown on Figure 4: Environmental Designations

Flood risk

- 2.19 The Environment Agency flood map shows the north eastern and northern part of the site to be within the flood zones 1, 2 and 3 as shown on figure 4. The accompanying Flood Risk and Drainage Statement assess the flood risk in more detail.

Green Belt

- 2.20 The site is currently designated as Green Belt. The South Cambridgeshire Local Plan and Policies Map Proposed Submission July 2013 allocate part of the site for residential development as shown on Figure 1: South Cambridgeshire District Council Proposed Submission Policies Map July 2013 Designations.
- 2.21 Extending the proposed allocation boundary in accordance with the submitted site location plan is considered not to contradict the following five objectives of Green Belt as stated in the NPPF section 9 paragraph 80:

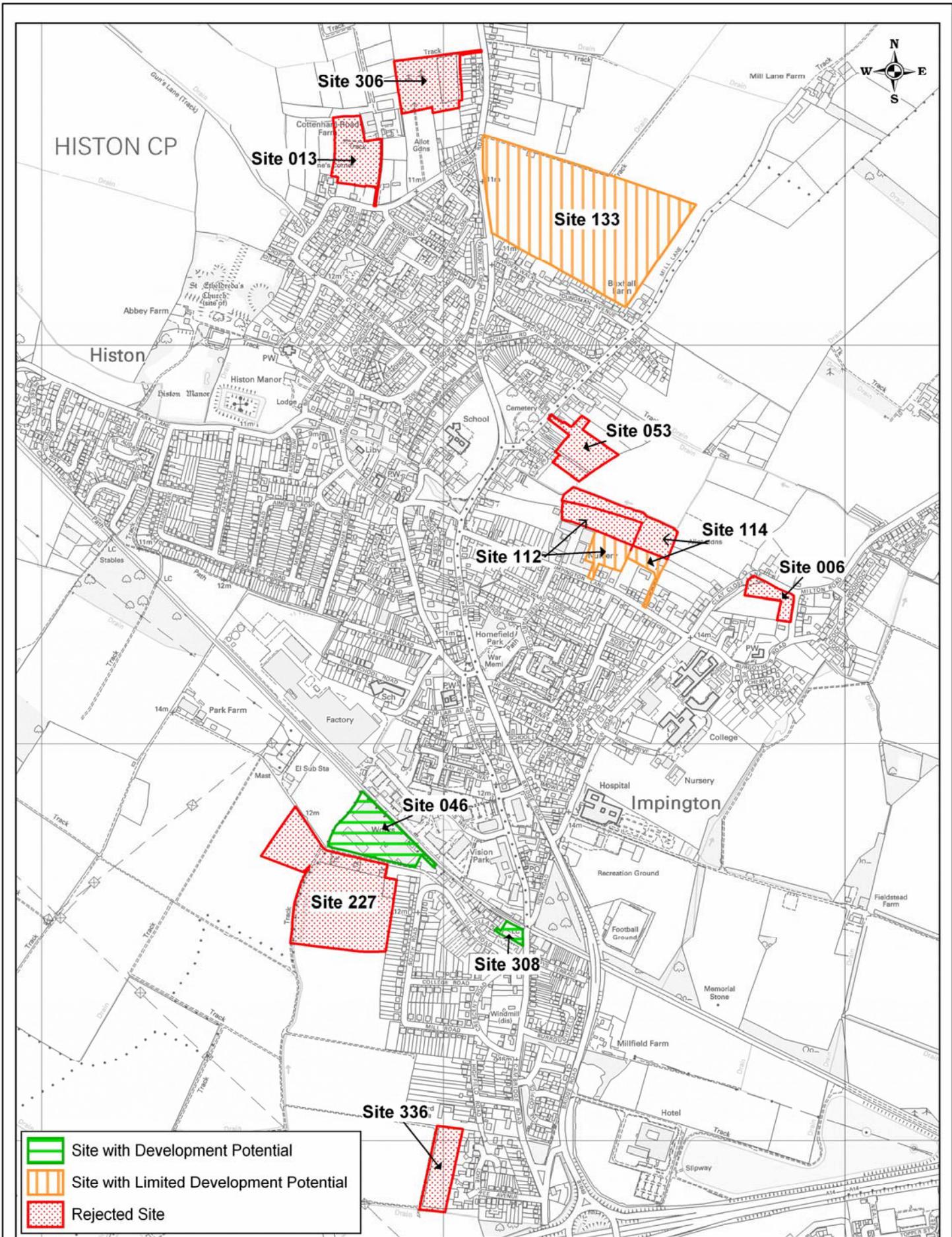
- to check the unrestricted sprawl of large built-up areas - the proposal site would be better defined by the existing field boundary which work provide a natural extension to Histon;
 - to prevent neighbouring towns merging into one another - the nearest settlement to the site is Cottenham, approximately three miles north;
 - to assist in safeguarding the countryside from encroachment - although the proposal site would extend into the current Green Belt, the retention and enhancement of the significant boundary vegetation would ensure development would not unduly encroach visually and physically into the surrounding open countryside of the Fenland;
 - to preserve the setting and special character of historic towns - the contained and defined nature of the proposal site and the lack of sensitive historic receptors within the vicinity means that the site will be viewed within the context of existing development of Histon and would be seen as an extension to a defined historic boundary; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land – there are minimal brownfield sites within Histon. The site was previously used for commercial nurseries and therefore has no significant special character to retain.
- 2.22 Currently, the northern boundary line of the allocation site H/1(d) divides two open fields and abuts no defined historic or physical boundary. This is contrary to the advice provided by the NPPF which states in section 9 paragraph 85: 'When defining boundaries, local planning authorities should:
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.'
- 2.23 Extending the northern boundary line of the allocation site to include the extent of the proposal site would strengthen a clearly defined boundary to existing physical vegetated features.
- 2.24 The allocation of the whole site for residential development would provide opportunities to enhance and retain landscape features for visual amenity and biodiversity as well as providing potential access and opportunities for recreational activities within the associated public open space. This is in direct correlation with guidance found within the NPPF paragraph 81.

Summary of landscape baseline

- 2.25 The site has no landscape designations on or directly adjoining it. This site is however, currently within the Green Belt, although it is considered that releasing it will not cause any contradiction to the five principal objectives stated in the NPPF section 9, paragraph 80.

APPENDIX 2

Extract from SHLAA Call for Sites



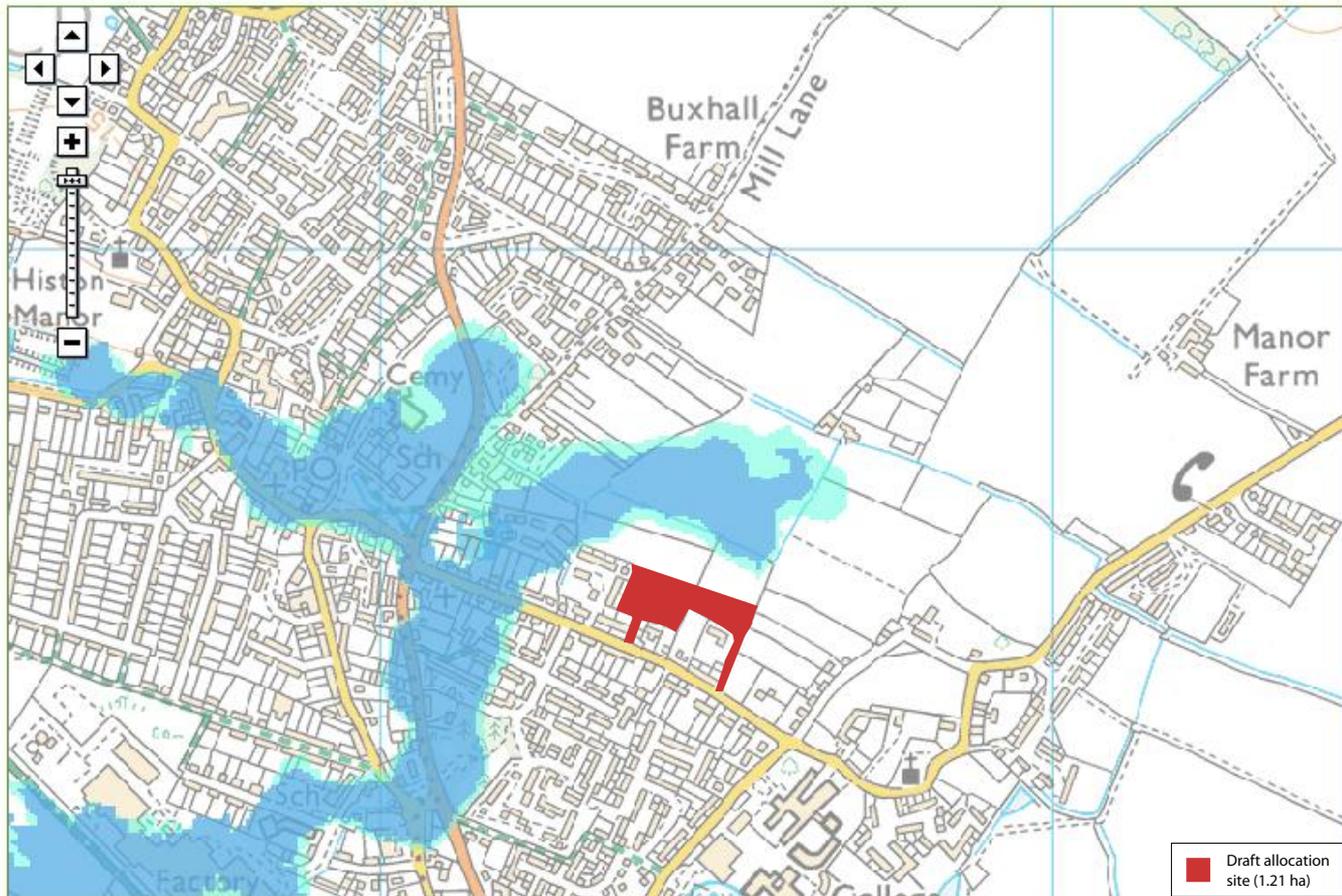
Created:	June 2013
Last Updated:	August 2013
Service:	Planning Policy
Scale:	1:12500 @ A4

Strategic Housing Land Availability Assessment: Histon & Impington Village Sites



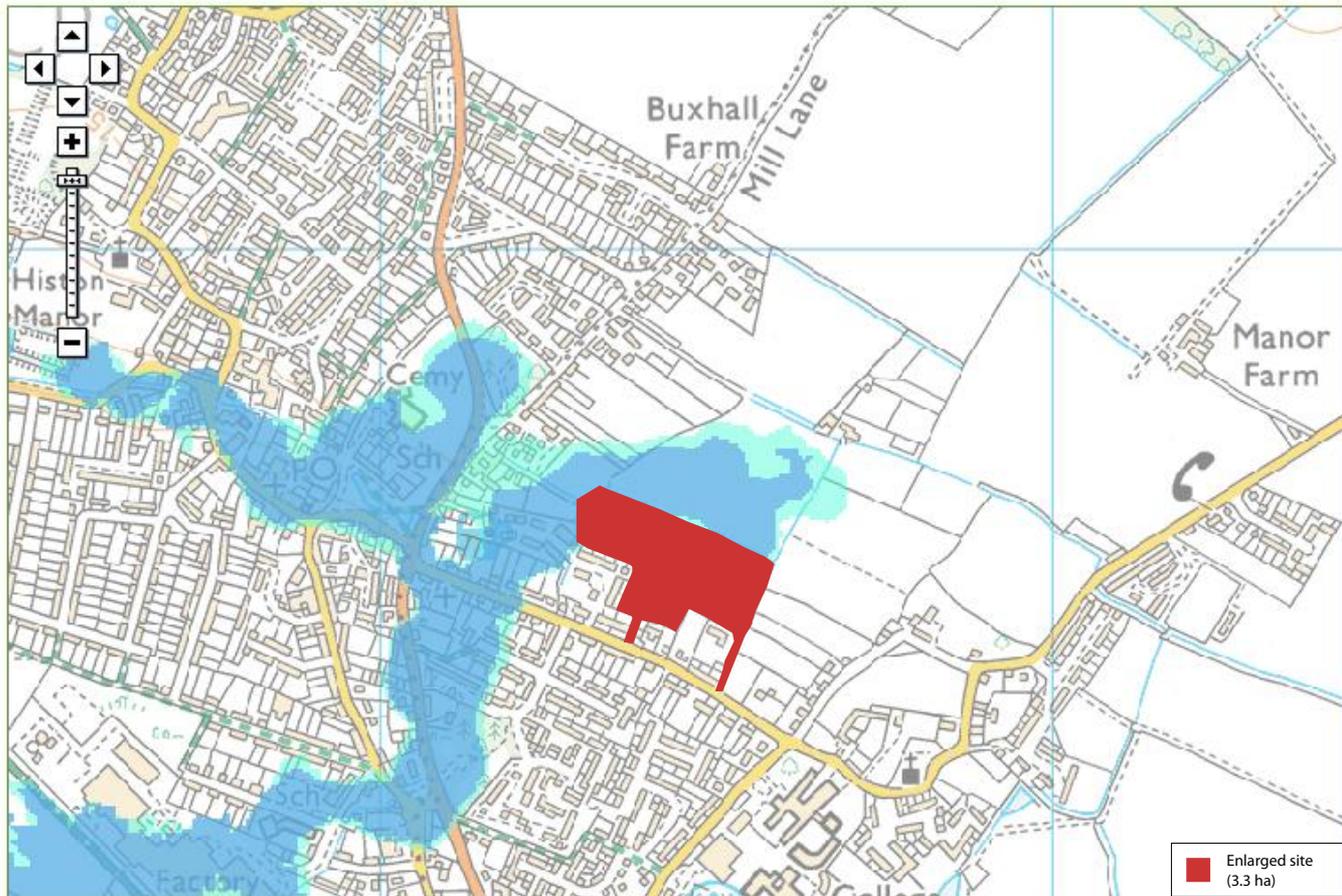
APPENDIX 3

Location of sites relative to Flood Zones



Customers in Wales - From 1 April 2013 Natural Resources Wales (NRW) has taken over the responsibilities of the Environment Agency in Wales.
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APPENDIX 4

Extract from Bidwells Flood Risk Assessment

BIDWELLS

Flood Risk & Surface Water Drainage Assessment

W J Unwin EPLAF and Messrs Biggs

Land North of Impington Lane, Histon, Cambridgeshire, CB24 9AL

September 2013



Quality Assurance

Site name: Land North of Impington Lane, Histon, Cambridgeshire

Client name: W J Unwin EPLAF and Messrs Biggs

Type of report: Flood Risk & Surface Water Drainage Assessment

Prepared by: Richard Martin IEng MICE

Signed

Date September 2013

Reviewed by: Glenn Gammons BEng (Hons) CEng MIStructE MCIWEM

Signed

Date  September 2013

Rev	Date	Details	Prepared by	Checked by
Version 1	September 2012	Issued for site allocation	RSM	GG
Version 2	August 2013	Issued for internal comments	RSM	GG
Version 3	September 2013	Issued for External comments	RSM	GG
Version 4	October 2013	Updated Proposed Development Layout – Appendix C	RSM	GG
Version 5	October 2013	Updated to incorporate EA comments	RSM	GG

- 3.10 The watercourse to the north of the allocation site is known as Award Drain 165 and is under the jurisdiction of South Cambridge District Council (SCDC). The EA and SCDC have not commissioned a detailed hydraulic modelling study of the watercourses and therefore modelled flood level data is not available.
- 3.11 A residential development that bounds the site to the west has recently been given planning permission after much consultation regarding flood risk. The consultation used the highest known historical flood level which was observed at Histon Pond and detailed in Table 3.1 below.

Storm Event	Flood Level Data (m AOD)
September 2005	10.05

Table 3.1 Historical Flood Level Data

- 3.12 Therefore the historic flood level of 10.05m AOD has also been used to define the flood plain within the proposed allocation site. The majority of the site is above the 10.05m AOD flood level apart from a small section of land to the north-west. This small area of land has been excluded from the boundary that defines the proposed allocation site and therefore the entire site is located outside of the flood plain and will not displace flood water which may cause flooding elsewhere.
- 3.13 The Finished Floor Level (FFL) of all the proposed dwellings shall be set no lower than 10.80m AOD which provides a 750mm freeboard above the historical flood level of 10.05m AOD. The 750mm freeboard is considered an appropriate allowance for any discrepancies with the surveyed flood data, the potential effects of climate change over the life time of the development and the residual risk of blockages occurring within the watercourse.
- 3.14 See Appendix D for the complete range of flood level data and relevant site details provided by the Environment Agency.

Vulnerability Classification

- 3.15 Table 2 of the NPPF Technical Guidance Document provides a detailed list of which types of development fall into the vulnerability classifications also defined within the NPPF. This list is recognised as not being exclusive and provides guidance on the various uses and their subsequent Flood Risk Vulnerability Classification.
- 3.16 The allocation site is intended for residential development and therefore, the flood risk classification indicates that this falls within the “**More Vulnerable**” classification.

W J Unwin EPLAF and Messrs Biggs
Land North of Impington Lane, Histon, Cambridgeshire
September 2013

BIDWELLS

Appendix D

Environment Agency Product 4 Data

Laura

Laura Holmes
External Relations Officer
Central Area, Anglian

t: [750-3929 \(01480 483929\)](tel:750-3929)

e: laura.holmes@environment-agency.gov.uk

Have your say on how we can work together to improve the water environment through our **Working Together** consultation. You can view and respond to the consultation here <https://consult.environment-agency.gov.uk/portal/ho/wfd/working/together2012>.

From: Richard Martin [<mailto:Richard.Martin@bidwells.co.uk>]

Sent: 17 August 2012 08:57

To: Anglian Central, Customer Contact

Subject: Residential Development - Impington Lane, Histon CCC/2012/16859

Click [here](#) to report this email as spam.

Dear Sir/Madam

Could you please provide a quotation to provide **Product 4 Data** for the site detailed below and shown on the attached site location plans.

Land to the rear of 67 Impington Lane
Histon
Cambridgeshire
CB24 9AL

Grid Ref: TL 444 634

I understand from discussions with your colleagues and the LPA that flood data and flow data is available for the adjacent watercourse (as detailed within an FRA undertaken for an adjacent development). If this is a higher product data code than the one I have requested above then please adjust your quotation accordingly.

If you would like to discuss the above or require further clarification then please contact me or in my absence Jon Frith on the number below.

Kind Regards,

Richard Martin
Senior Civil Engineer
Consulting Engineers

Bidwells, 16 Upper King Street, Norwich, Norfolk, NR3 1HA
t: 01603 763939
dd: 01603 229318
m: 07918 725983

The logo for Bidwells, consisting of the word "BIDWELLS" in white, uppercase, sans-serif font, centered within a dark blue rectangular background.

www.bidwells.co.uk

APPENDIX 5

TPA Access Appraisal

A report for
HILL RESIDENTIAL LIMITED

In respect of
**Land off Impington Lane,
Histon**

Access Appraisal

July 2016



DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Land off Impington Lane, Histon		
Project No.:	1604-49	Report No.:	1604-49/TN/01
Client:	Hill Residential Limited		

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1 INTRODUCTION

- 1.1 Transport Planning Associates has been instructed by Hill Residential Limited to provide transport planning consultancy services in respect of a prospective development site located at land off Impington Lane, Histon.
- 1.2 The primary consideration of this access appraisal concerns the potential for vehicular access to the site from the local highway.
- 1.3 This report presents the results from a week long vehicle speed and volume survey carried out along Impington Lane which has been used to inform the access design requirements of the prospective development.

Report Structure

- 1.4 The remainder of this report is structured as follows:
- Chapter 2: *Traffic Survey Results*;
 - Chapter 3: *Access Opportunities*; and
 - Chapter 4: *Summary*.

2 SURVEY RESULTS

- 2.1 Automatic Traffic Counters were installed at two locations (160m apart) across Impington Lane for a week long period between Friday 17th June and Thursday 23rd June 2016. The surveys recorded the vehicle movements and speeds across 24 hour periods at a location adjacent to each potential site access.
- 2.2 The results for the seven day average and 85th percentile traffic speeds recorded during the survey are presented in Table 2.1 and the full ATC results are contained in **Appendix A**.

Table 2.1 ATC 7 Day Traffic Speeds

Survey Location	Eastbound		Westbound	
	Average Speed (mph)	85 th Percentile Speed (mph)	Average Speed (mph)	85 th Percentile Speed (mph)
Adjacent to Western Access	18.1	21.0	18.3	22.0
Adjacent to Eastern Access	17.3	20.0	18.3	23.0

- 2.3 The results of the survey indicate that traffic speeds along this section of Impington Lane, between the two prospective site access locations, are lower than the posted speed limit of 30mph in both directions.
- 2.4 Heading eastbound, average vehicle speeds were around 18mph, with 85th percentile speeds lower than 21mph. Speeds in a westbound direction were broadly comparable, with average speeds of 18mph and 85th percentile speeds lower than 23mph.
- 2.5 The results also indicate that vehicle speeds are in accordance with the advisory 20mph speed limit, posted adjacent to the site and applicable when the lights show to indicate entry into a school safety zone.
- 2.6 The recorded vehicle speeds mean that a reduction to visibility splays, below that which would be required for the posted speed limit, would be appropriate at either prospective site access. The data presented in Table 2.1 has been applied to the Manual for Streets calculation to derive the visibility distances.
- 2.7 At the western access, visibility splays of 2.4m x 26m would be appropriate. At the eastern access, visibility splays of 2.4m x 28m would need to be provided to support access to a more intensive scale of development than currently exists.

- 2.8 The volume of vehicles travelling along this section of Impington Lane was also captured during the week long traffic survey. Table 2.2 summarises the weekday average vehicle flows recorded during the traditional AM and PM peak periods and also summarises the weekday daily averages.

Table 2.2 Weekday Average Vehicle Flows on Impington Lane

Direction	Weekday Average Flows		
	AM Peak (0800 to 0900)	PM Peak (1700 – 1800)	Daily
Eastbound	242	90	1,450
Westbound	95	195	1,465

- 2.9 The data presented in Table 2.2 indicates that the vehicle flows are tidal, with a greater flow in an eastbound direction during the AM peak and a greater flow in a westbound direction during the PM peak. This broadly equates to five two-way vehicle movements per minute during the peak periods.

3 ACCESS OPPORTUNITIES

- 3.1 This section of the report sets out options for accessing the development site via land between 51 and 67 Impington Lane, and the access track to the east respectively.

Land between 51 – 67 Impington Lane

- 3.2 This strip of land is approximately 12m wide and is afforded with direct frontage onto Impington Lane to the south, leading to a larger parcel to the rear of 49 – 71 Impington Lane.
- 3.3 Directly to the west, a 2.7m wide footway is provided on the north side of Impington Lane which widens to 3m across the front of the site. Adjacent to the access, Impington Lane is a 5.5m wide road with a 2.5m wide footway on its southern side.
- 3.4 The feasibility in providing primary vehicular access to the site at this location has been assessed. A priority access junction is proposed which has been designed in accordance with local design standards. This includes a 5.5m wide access road, 1.8m wide footways on both sides and 6m kerb radii.
- 3.5 The proposed junction arrangement is illustrated in drawing number 1604-49 SK01 contained in **Appendix B**.
- 3.6 Given the location of the proposed access, the adjacent speed humps would need to be relocated away from the junction and a suitable relocated position is illustrated on the access drawing.
- 3.7 Appropriate visibility should be achievable in both directions, either within land under control of the applicant or within the adopted public highway, in accordance with the guidance presented in Manual for Streets. Cambridgeshire County Council have provided information on the extent of the public highway and a plan which shows its extent is contained in **Appendix C**.
- 3.8 Analysis of the highway boundary and the proposed geometry of the junction suggests that visibility splays of 2.4m x 43m can be provided in both directions. A reduction to the required visibility would be acceptable given the recorded speeds presented in Chapter 2, although this is not deemed necessary. A drawing which illustrates the visibility splays is contained in **Appendix D**.
- 3.9 The proposed priority access junction is deemed appropriate at this location given that Impington Lane comprises a number of vehicle crossovers and side road junctions. The access arrangements would be analogous with the recently built Merrington Place residential development to the west of the site.

- 3.10 The junction, as a single point of access, would be capable of accommodating a development of up to 100 dwellings.

Access Track

- 3.11 The feasibility in modifying the existing access track to the east of the site to provide vehicular access has been assessed. The track is accessed via a vehicle crossover on the northern side of Impington Lane and currently provides access to a large residential dwelling and an agricultural building.
- 3.12 The track is tarmacked and approximately 4.5m in width along its extent with verge running along both sides. At its crossover onto Impington Lane, the access is 9.5m wide with a 1.5m footway separating it from the Impington Lane carriageway.
- 3.13 Further north, the track and verge narrows to 6m, providing access to the agricultural building at its extent. Whilst this access is sufficiently wide near Impington Lane to provide a 5.5m road with 1.8m wide footways, the constraints further north along this track mean that this standard of access cannot be delivered.
- 3.14 Further, irrespective of the recorded vehicle speeds which support a reduction to the required visibility from this junction, the narrow footway and the presence of hedgerow bounding third party land on either side of the junction means that very limited visibility can be achieved.
- 3.15 Even to support a reduced scale of development, this access would be required to provide the appropriate visibility splays of 28m in both directions (in accordance with recorded speeds) and this is not achievable.
- 3.16 As there are limited options to deliver a meaningful access to serve any residential development, the track is considered better suited in providing emergency, pedestrian and cycle access to the site. This would facilitate movements to the east of the site where a number of facilities including Impington Village College and Impington Sports Centre are located.
- 3.17 An example of the effective incorporation of such a pedestrian / cycle link can be seen at the extent of the Merrington Place development to the west, which links with Glebe Way.

4 SUMMARY

- 4.1 Transport Planning Associates has been instructed by Hill Residential Limited to provide transport planning consultancy services in respect of a prospective development site located at land off Impington Lane, Histon.
- 4.2 The feasibility in providing primary vehicular access from two locations has been assessed. It is concluded that access to the site should be provided via a strip of land situated between 51 – 67 Impington Lane, where sufficient space is afforded to deliver a meaningful priority junction which complies with local design guidance and is analogous with other accesses along Impington Lane.
- 4.3 Whist recorded traffic speeds along this section of Impington Lane would support a reduction to the required visibility splays, the alignment of the priority junction would afford good visibility in both directions. The existing traffic flows recorded along Impington Lane would also suggest that this junction would operate well within capacity.
- 4.4 Although the access track is not deemed suitable in providing primary access to the site, a vehicular access strategy which incorporates the track as an emergency access and pedestrian / cycle link, is considered suitable in delivering a significant scale of development at this location.
- 4.5 As the scheme and access strategy progresses, the relocation of the existing speed humps and pedestrian crossing provision along Impington Lane should also be considered.

APPENDIX A

Histon ATC, Impington Lane (Eastern Site)

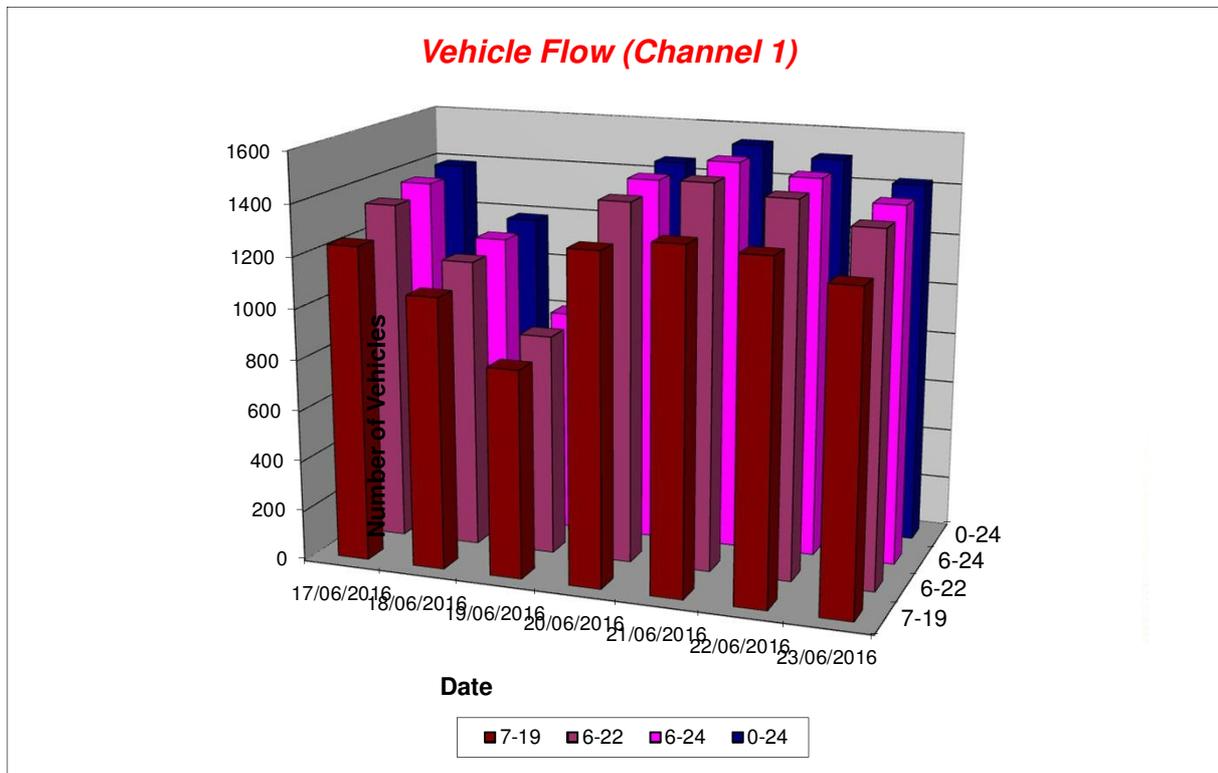
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Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday	5 Day Ave	7 Day Ave
1	1	6	13	2	3	2	5	3	5
2	1	3	2	2	0	1	0	1	1
3	0	4	2	0	1	1	0	0	1
4	0	0	0	0	2	1	1	1	1
5	5	0	0	5	5	5	5	5	4
6	14	7	3	8	6	10	10	10	8
7	25	11	10	25	19	24	19	22	19
8	59	16	18	51	46	45	45	49	40
9	113	35	17	94	84	83	100	95	75
10	80	93	54	93	90	91	95	90	85
11	73	116	99	88	79	94	89	85	91
12	87	129	121	99	93	76	72	85	97
13	109	130	110	127	110	115	107	114	115
14	112	107	93	118	107	109	94	108	106
15	109	107	86	96	95	97	106	101	99
16	134	112	95	146	128	125	122	131	123
17	142	98	56	121	142	131	110	129	114
18	130	69	26	162	244	244	193	195	153
19	90	56	44	95	117	107	102	102	87
20	51	31	22	55	76	70	63	63	53
21	16	15	12	32	39	29	31	29	25
22	8	12	7	9	32	22	28	20	17
23	22	14	12	25	17	16	20	20	18
24	10	14	2	5	9	7	8	8	8
7-19	1238	1068	819	1290	1335	1317	1235	1283	1186
6-22	1338	1137	870	1411	1501	1462	1376	1418	1299
6-24	1370	1165	884	1441	1527	1485	1404	1445	1325
0-24	1391	1185	904	1458	1544	1505	1425	1465	1345



Histon ATC, Impington Lane (Eastern Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	16.0	16.7	17.2	16.5	19.3	26.0	15.0
2	16.0	13.7	16.0	23.0	-	26.0	-
3	-	15.5	23.0	-	21.0	16.0	-
4	-	-	-	-	13.5	13.0	14.0
5	20.6	-	-	19.6	21.2	18.8	19.8
6	19.6	22.0	25.3	19.4	20.0	20.9	17.9
7	19.9	20.8	18.2	20.1	20.1	18.9	17.8
8	17.8	19.6	16.6	20.0	19.0	19.3	18.0
9	18.7	18.6	19.6	18.4	18.9	18.4	17.9
10	17.8	17.2	17.6	18.9	18.2	19.3	18.2
11	17.4	17.8	18.1	17.6	17.4	17.5	18.7
12	18.1	17.7	17.6	17.2	17.5	17.8	19.0
13	18.2	18.0	18.7	18.3	18.3	18.6	18.6
14	17.9	18.9	18.9	18.5	17.9	18.0	17.5
15	18.4	18.3	18.2	18.7	18.3	17.0	19.0
16	18.5	18.1	19.2	18.4	18.1	17.3	18.0
17	17.8	18.7	19.7	18.5	17.7	17.8	18.3
18	18.0	18.3	19.0	18.2	18.0	18.2	18.2
19	18.9	19.2	19.3	19.5	18.0	17.7	18.1
20	18.8	18.5	18.5	19.1	18.3	18.5	19.0
21	19.5	19.0	14.7	17.9	18.6	17.8	20.1
22	19.3	21.1	18.3	21.6	17.6	17.4	18.9
23	17.5	18.4	20.3	17.7	17.8	18.1	20.1
24	17.2	18.0	21.5	16.4	19.2	20.6	18.8

10-12	17.7	17.7	17.9	17.4	17.4	17.6	18.8
14-16	18.5	18.2	18.8	18.5	18.1	17.2	18.5
0-24	18.2	18.3	18.5	18.5	18.1	18.1	18.4

7 Day Ave 18.3

Channel 1 - Westbound

85th Percentile

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	18.8	19.6	16.9	21.4	27.4	16.2
2	-	14.7	16.0	23.7	-	-	-
3	-	18.9	25.8	-	-	-	-
4	-	-	-	-	14.6	-	-
5	23.2	-	-	21.0	23.2	20.6	22.8
6	22.1	24.1	29.1	23.9	22.3	22.7	22.7
7	26.0	25.0	22.0	24.0	25.6	22.0	20.0
8	23.3	25.0	19.5	23.5	23.3	24.4	22.0
9	22.2	22.9	22.6	24.0	24.0	23.0	22.0
10	21.2	22.0	20.1	22.2	23.0	24.0	22.0
11	22.0	22.0	23.0	22.0	21.0	22.0	23.0
12	23.0	22.0	21.0	22.0	22.2	21.8	23.4
13	23.0	23.0	23.0	22.0	22.0	23.9	24.0
14	22.0	23.0	23.2	23.0	22.0	22.0	23.0
15	23.0	24.0	23.0	23.0	23.0	20.0	23.0
16	23.0	23.0	23.0	23.0	22.0	21.4	22.0
17	21.0	23.0	24.8	23.0	22.0	21.5	22.0
18	22.0	22.8	23.0	22.0	22.0	22.0	23.0
19	23.0	23.0	23.0	25.0	23.0	21.1	22.0
20	22.5	22.5	22.0	24.0	21.8	22.0	24.0
21	23.0	23.8	18.4	22.0	22.0	22.8	23.0
22	22.9	27.7	19.6	24.0	21.0	21.9	23.0
23	23.9	21.0	24.4	22.0	21.6	21.8	23.2
24	24.0	22.1	26.1	21.2	23.0	26.1	20.9

10-12	22.0	22.0	23.0	22.0	21.0	22.0	23.0
14-16	23.0	23.0	23.0	23.0	22.7	21.0	23.0
0-24	23.0	23.0	23.0	23.0	23.0	22.0	23.0

7 Day Ave 23.0

Histon ATC, Impington Lane (Eastern Site)

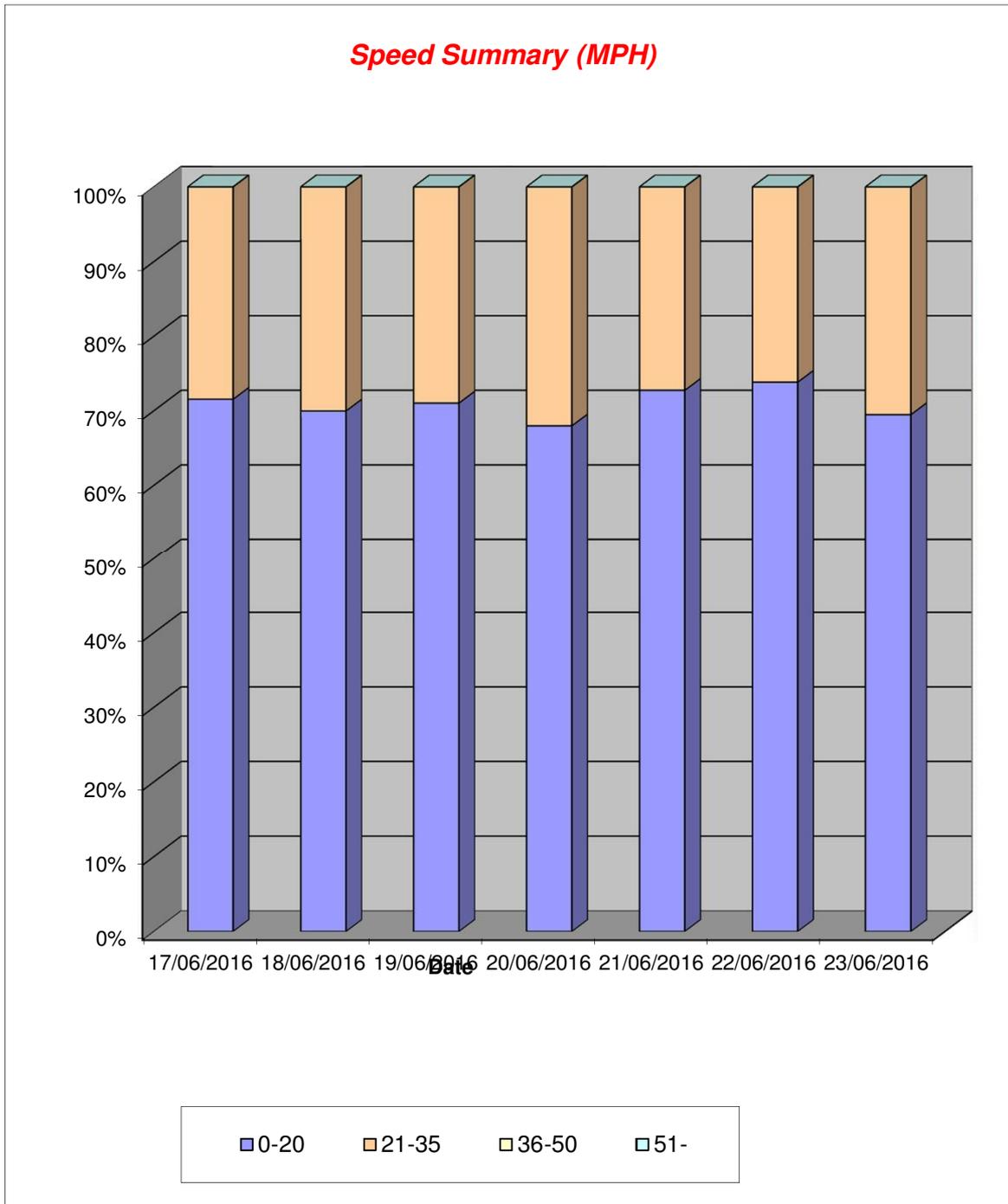
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Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
0-20	995	829	642	991	1123	1111	990
21-35	396	356	262	467	421	394	435
36-50	0	0	0	0	0	0	0
51-	0	0	0	0	0	0	0
TOTAL	1391	1185	904	1458	1544	1505	1425

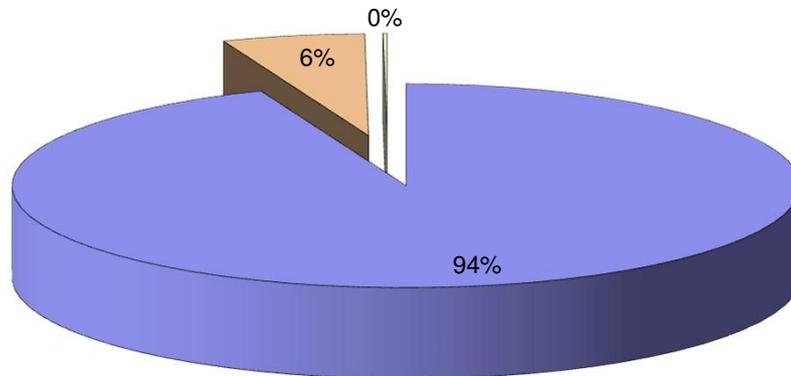


Histon ATC, Impington Lane (Eastern Site)

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Channel 1 - Westbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
17/06/2016					
7-19	1135	99	4	1238	
6-22	1231	102	5	1338	
6-24	1263	102	5	1370	
0-24	1277	109	5	1391	
18/06/2016					
7-19	1037	31	0	1068	
6-22	1105	32	0	1137	
6-24	1133	32	0	1165	
0-24	1151	33	1	1185	
19/06/2016					
7-19	798	21	0	819	
6-22	847	23	0	870	
6-24	861	23	0	884	
0-24	881	23	0	904	
20/06/2016					
7-19	1200	90	0	1290	
6-22	1317	94	0	1411	
6-24	1347	94	0	1441	
0-24	1361	96	1	1458	
21/06/2016					
7-19	1246	88	1	1335	
6-22	1404	94	3	1501	
6-24	1430	94	3	1527	
0-24	1444	97	3	1544	
22/06/2016					
7-19	1215	100	2	1317	
6-22	1356	104	2	1462	
6-24	1378	105	2	1485	
0-24	1394	108	3	1505	
23/06/2016					
7-19	1155	79	1	1235	
6-22	1291	84	1	1376	
6-24	1319	84	1	1404	
0-24	1338	85	2	1425	
Average					
7-19	1112	73	1	1186	
6-22	1222	76	2	1299	
6-24	1247	76	2	1325	
0-24	1264	79	2	1345	

Total Vehicle Class Distribution



Histon ATC, Impington Lane (Eastern Site)

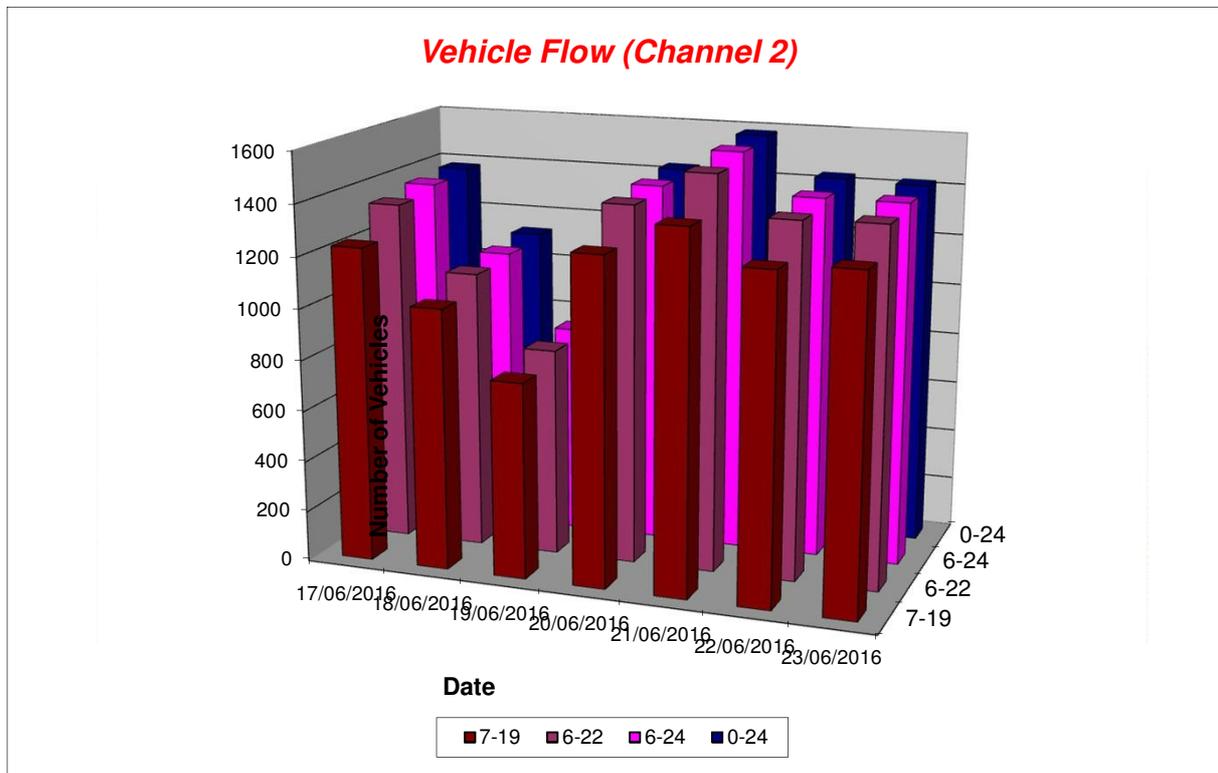
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Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday	5 Day Ave	7 Day Ave
1	0	3	7	3	6	6	0	3	4
2	1	3	5	1	1	3	0	1	2
3	1	1	0	0	0	2	2	1	1
4	0	1	1	0	1	0	0	0	0
5	6	0	2	7	7	6	3	6	4
6	6	11	3	2	1	4	6	4	5
7	21	6	6	23	20	17	17	20	16
8	75	19	11	72	93	78	81	80	61
9	213	44	25	253	232	258	255	242	183
10	114	92	58	140	178	134	155	144	124
11	90	128	111	65	113	89	79	87	96
12	85	132	121	99	137	65	82	94	103
13	99	141	115	85	97	92	94	93	103
14	89	94	90	131	111	95	106	106	102
15	110	110	87	93	108	100	85	99	99
16	117	104	62	114	107	110	115	113	104
17	84	56	35	73	75	90	75	79	70
18	99	63	20	95	85	92	79	90	76
19	57	41	34	55	63	65	85	65	57
20	44	36	15	39	54	44	50	46	40
21	28	16	11	45	28	35	21	31	26
22	14	7	13	18	34	20	12	20	17
23	20	10	7	13	23	24	14	19	16
24	7	8	0	5	9	2	7	6	5
7-19	1232	1024	769	1275	1399	1268	1291	1293	1180
6-22	1339	1089	814	1400	1535	1384	1391	1410	1279
6-24	1366	1107	821	1418	1567	1410	1412	1435	1300
0-24	1380	1126	839	1431	1583	1431	1423	1450	1316



Histon ATC, Impington Lane (Eastern Site)

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Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	17.0	15.3	19.7	17.5	17.5	-
2	18.0	19.3	14.0	20.0	23.0	13.0	-
3	16.0	22.0	-	-	-	16.5	18.5
4	-	20.0	16.0	-	18.0	-	-
5	15.7	-	17.5	20.0	18.0	15.8	20.7
6	20.0	20.4	19.0	25.5	19.0	20.0	19.7
7	16.0	18.0	19.0	18.7	17.0	18.9	19.0
8	17.1	16.7	20.5	18.2	18.6	17.6	18.1
9	17.4	17.3	19.2	17.5	17.9	18.0	17.8
10	17.4	17.9	17.1	17.6	16.4	17.0	17.4
11	17.0	16.7	16.2	17.0	16.9	18.0	17.2
12	17.4	16.9	16.5	16.0	16.5	16.3	17.9
13	17.7	17.0	16.3	17.5	17.6	17.6	16.4
14	17.2	16.8	16.9	17.7	17.7	16.7	17.8
15	18.0	17.3	17.1	17.3	17.0	17.6	16.8
16	17.3	16.9	17.8	17.4	17.1	17.1	16.9
17	16.8	17.6	17.8	17.1	16.6	17.0	17.4
18	16.6	16.9	17.0	16.9	16.9	17.2	17.2
19	17.2	18.6	18.2	17.6	17.6	16.6	17.2
20	18.1	17.6	17.0	17.8	17.4	17.9	16.3
21	15.9	17.4	16.7	18.7	17.5	17.3	17.6
22	16.9	19.3	15.8	19.1	16.1	16.2	17.9
23	19.6	17.5	16.1	17.4	15.3	18.4	16.2
24	16.4	16.4	-	17.4	17.4	15.0	16.6

10-12	17.2	16.8	16.4	16.4	16.7	17.3	17.5
14-16	17.6	17.1	17.4	17.4	17.1	17.3	16.9
0-24	17.3	17.2	16.9	17.5	17.2	17.4	17.4

7 Day Ave 17.3

Channel 2 - Eastbound

85th Percentile

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	18.7	18.1	20.4	20.0	22.0	-
2	-	20.7	19.0	-	-	13.7	-
3	-	-	-	-	-	18.3	22.4
4	-	-	-	-	-	-	-
5	18.3	-	18.6	23.1	20.5	18.8	23.1
6	23.5	24.0	24.2	28.7	-	23.7	22.0
7	20.0	21.5	24.3	22.7	20.0	23.6	22.8
8	20.0	19.0	24.0	21.4	22.2	22.0	21.0
9	20.0	20.0	24.0	21.0	22.0	22.0	21.0
10	22.0	21.4	20.0	21.0	20.0	20.0	20.0
11	20.0	20.0	20.0	20.0	20.0	22.0	20.0
12	20.0	20.0	20.0	20.0	20.0	20.0	20.0
13	21.0	20.0	20.0	20.0	20.0	20.0	20.0
14	20.0	20.0	20.0	20.0	22.0	20.0	21.0
15	21.0	20.0	20.0	21.0	20.0	20.2	20.0
16	20.6	20.0	20.0	20.0	20.0	20.0	20.0
17	20.0	20.0	21.9	20.0	20.0	20.0	20.0
18	20.0	20.0	20.0	20.0	20.0	21.0	20.0
19	20.6	22.0	23.0	20.0	20.0	20.0	20.0
20	21.6	20.0	20.8	20.3	20.0	20.6	20.0
21	20.0	23.0	19.5	22.4	21.0	20.0	20.0
22	19.0	20.2	20.2	23.0	19.1	18.9	20.4
23	22.2	20.7	18.2	20.2	20.0	23.0	19.1
24	20.0	19.0	-	22.2	23.4	17.8	21.1

10-12	20.0	20.0	20.0	20.0	20.0	22.0	20.0
14-16	21.0	20.0	20.0	20.0	20.0	20.0	20.0
0-24	20.0	20.0	20.0	20.0	20.0	20.0	20.0

7 Day Ave 20.0

Histon ATC, Impington Lane (Eastern Site)

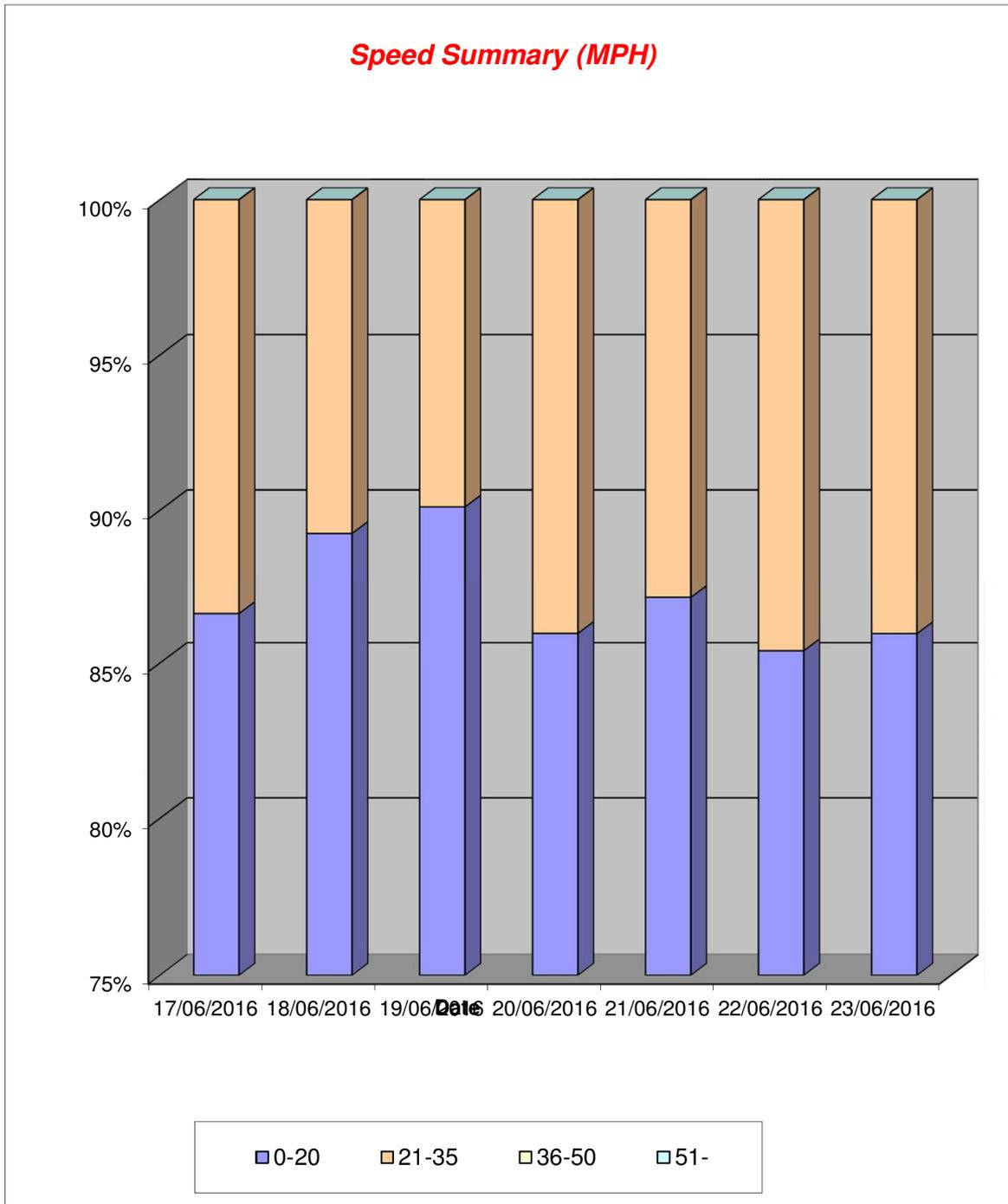
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
0-20	1195	1005	756	1230	1379	1222	1223
21-35	185	121	83	201	204	209	200
36-50	0	0	0	0	0	0	0
51-	0	0	0	0	0	0	0
TOTAL	1380	1126	839	1431	1583	1431	1423

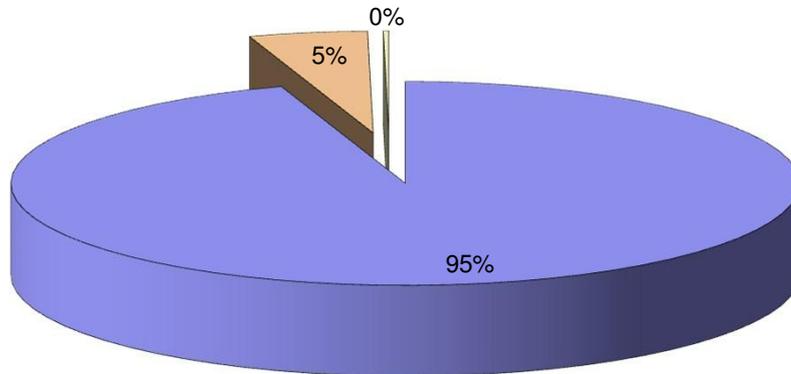


Histon ATC, Impington Lane (Eastern Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
17/06/2016					
7-19	1150	76	6	1232	
6-22	1254	79	6	1339	
6-24	1280	80	6	1366	
0-24	1291	83	6	1380	
18/06/2016					
7-19	990	32	2	1024	
6-22	1053	34	2	1089	
6-24	1070	35	2	1107	
0-24	1085	39	2	1126	
19/06/2016					
7-19	752	16	1	769	
6-22	794	18	2	814	
6-24	801	18	2	821	
0-24	819	18	2	839	
20/06/2016					
7-19	1211	63	1	1275	
6-22	1331	67	2	1400	
6-24	1349	67	2	1418	
0-24	1360	69	2	1431	
21/06/2016					
7-19	1312	83	4	1399	
6-22	1446	85	4	1535	
6-24	1478	85	4	1567	
0-24	1492	87	4	1583	
22/06/2016					
7-19	1195	72	1	1268	
6-22	1308	75	1	1384	
6-24	1334	75	1	1410	
0-24	1353	76	2	1431	
23/06/2016					
7-19	1216	73	2	1291	
6-22	1314	74	3	1391	
6-24	1335	74	3	1412	
0-24	1344	76	3	1423	
Average					
7-19	1118	59	2	1180	
6-22	1214	62	3	1279	
6-24	1235	62	3	1300	
0-24	1249	64	3	1316	

Total Vehicle Class Distribution



Histon ATC, Impington Lane (Western Site)

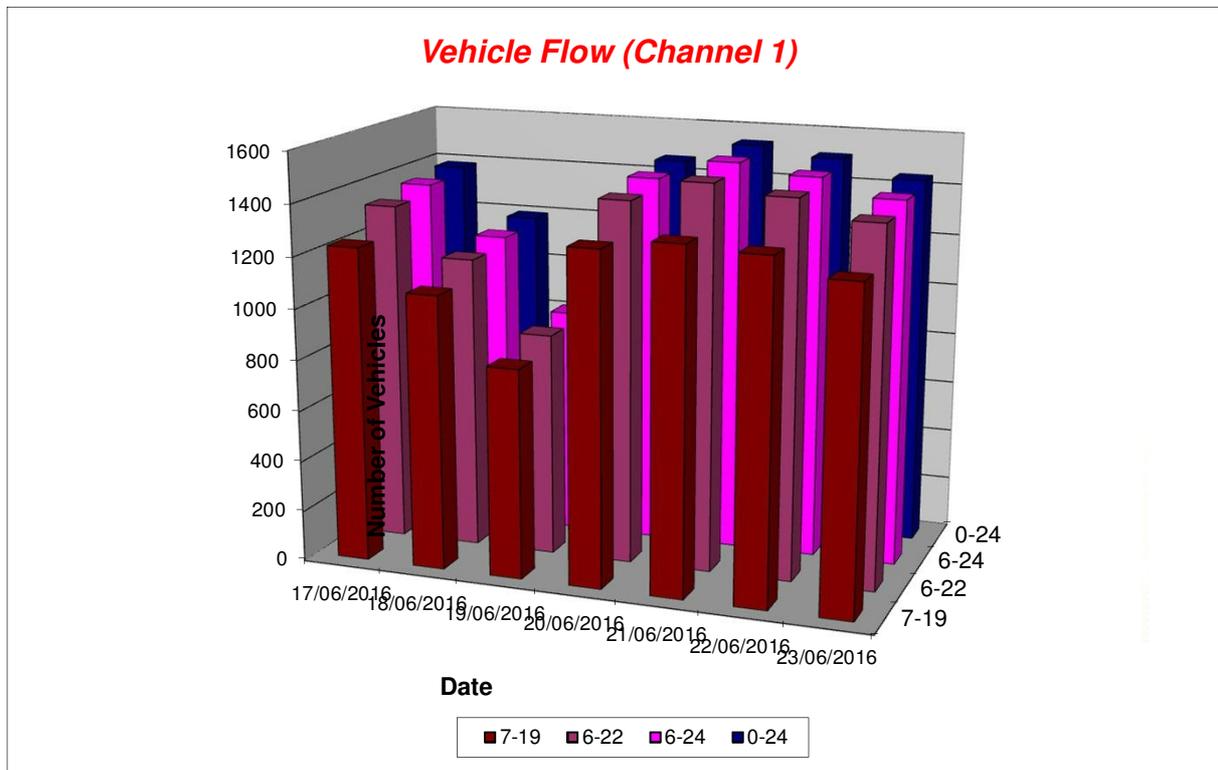
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday	5 Day Ave	7 Day Ave
1	1	6	13	2	3	2	5	3	5
2	1	3	2	2	0	1	0	1	1
3	0	4	2	0	1	1	0	0	1
4	0	0	0	0	2	1	1	1	1
5	5	0	0	5	5	5	5	5	4
6	14	7	3	8	6	10	10	10	8
7	25	11	10	25	19	24	19	22	19
8	59	17	18	49	46	45	44	49	40
9	116	36	17	95	87	83	98	96	76
10	80	91	53	92	89	91	96	90	85
11	73	118	100	86	81	91	92	85	92
12	87	131	122	97	95	79	74	86	98
13	111	129	109	132	111	112	107	115	116
14	109	103	95	121	109	112	93	109	106
15	107	109	89	93	96	96	109	100	100
16	129	116	94	148	132	129	124	132	125
17	137	99	54	122	137	132	114	128	114
18	133	70	27	164	239	241	198	195	153
19	92	56	44	97	114	108	101	102	87
20	51	32	23	55	75	72	66	64	53
21	16	16	12	31	39	29	32	29	25
22	8	12	7	9	31	22	28	20	17
23	22	14	12	26	17	16	20	20	18
24	10	14	2	5	9	7	8	8	8
7-19	1233	1075	822	1296	1336	1319	1250	1287	1190
6-22	1333	1146	874	1416	1500	1466	1395	1422	1304
6-24	1365	1174	888	1447	1526	1489	1423	1450	1330
0-24	1386	1194	908	1464	1543	1509	1444	1469	1350



Histon ATC, Impington Lane (Western Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	22.0	16.2	19.1	18.0	20.3	24.5	15.2
2	19.0	16.3	22.0	21.0	-	22.0	-
3	-	17.3	24.5	-	23.0	16.0	-
4	-	-	-	-	14.0	12.0	15.0
5	21.0	-	-	20.8	23.0	19.8	20.8
6	19.1	19.9	20.3	19.9	19.7	20.3	18.1
7	20.8	19.8	17.2	19.8	18.7	19.0	17.6
8	18.0	19.1	18.1	20.1	19.1	19.0	18.1
9	18.1	19.3	19.4	18.6	18.7	19.0	17.8
10	18.0	17.3	17.7	18.8	18.2	18.8	18.5
11	17.4	18.1	17.8	17.9	17.6	18.0	18.2
12	17.7	18.2	17.7	17.2	17.4	18.4	18.7
13	18.3	18.3	18.5	18.5	18.3	18.1	18.5
14	18.1	18.4	18.9	18.2	17.8	18.2	17.7
15	18.3	17.8	18.5	18.3	18.7	17.0	18.8
16	18.3	17.9	18.8	18.5	18.1	17.6	17.9
17	18.1	18.4	19.3	18.5	17.8	18.2	18.1
18	18.4	18.2	18.6	18.4	17.7	17.8	17.7
19	18.6	18.5	18.2	19.5	18.2	18.1	17.8
20	19.4	18.4	18.6	18.9	18.1	18.4	18.6
21	19.2	19.4	16.3	18.0	18.1	17.9	18.7
22	18.6	20.5	17.1	21.9	18.2	16.9	18.6
23	17.3	18.7	18.4	18.8	17.0	18.5	20.5
24	18.2	17.1	21.5	15.8	19.9	21.4	19.6

10-12	17.6	18.1	17.7	17.5	17.5	18.2	18.4
14-16	18.3	17.9	18.6	18.4	18.4	17.3	18.3
0-24	18.3	18.2	18.4	18.5	18.1	18.1	18.2

7 Day Ave 18.3

Channel 1 - Westbound

85th Percentile

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	18.3	21.6	18.7	23.5	27.0	17.0
2	-	18.7	22.0	21.0	-	-	-
3	-	19.7	25.6	-	-	-	-
4	-	-	-	-	14.0	-	-
5	22.0	-	-	22.4	23.8	23.2	24.4
6	22.1	24.0	22.4	21.0	21.3	23.0	21.0
7	25.2	24.0	18.7	24.0	24.3	21.6	21.0
8	21.0	21.6	22.0	23.8	23.0	22.0	20.6
9	21.0	22.0	22.6	23.0	22.1	23.0	20.0
10	22.0	21.5	20.0	22.4	21.8	22.5	22.0
11	20.2	22.0	21.0	21.3	21.0	22.0	21.4
12	21.0	21.0	20.9	20.0	21.0	22.0	22.0
13	21.0	21.0	22.0	22.0	22.5	21.4	22.1
14	21.0	22.0	22.0	22.0	20.8	22.0	21.0
15	21.0	21.0	22.0	22.0	22.0	20.0	22.0
16	21.0	22.0	22.0	22.0	22.0	20.8	21.0
17	22.0	21.0	23.0	22.9	20.6	21.4	21.0
18	22.0	21.7	21.0	22.0	20.3	21.0	21.0
19	22.0	22.0	21.0	23.0	22.0	21.0	21.0
20	24.0	21.4	22.7	22.0	20.0	21.0	22.0
21	23.5	23.0	20.0	20.5	20.0	21.0	22.0
22	23.0	24.4	20.0	23.6	21.0	20.0	21.0
23	21.0	21.1	22.0	22.0	20.0	22.5	22.2
24	21.3	20.0	22.6	18.0	23.8	26.2	22.0

10-12	20.2	22.0	21.0	21.3	21.0	22.0	21.4
14-16	21.0	22.0	22.0	22.0	22.0	20.0	22.0
0-24	22.0	22.0	22.0	22.0	22.0	22.0	22.0

7 Day Ave 22.0

Histon ATC, Impington Lane (Western Site)

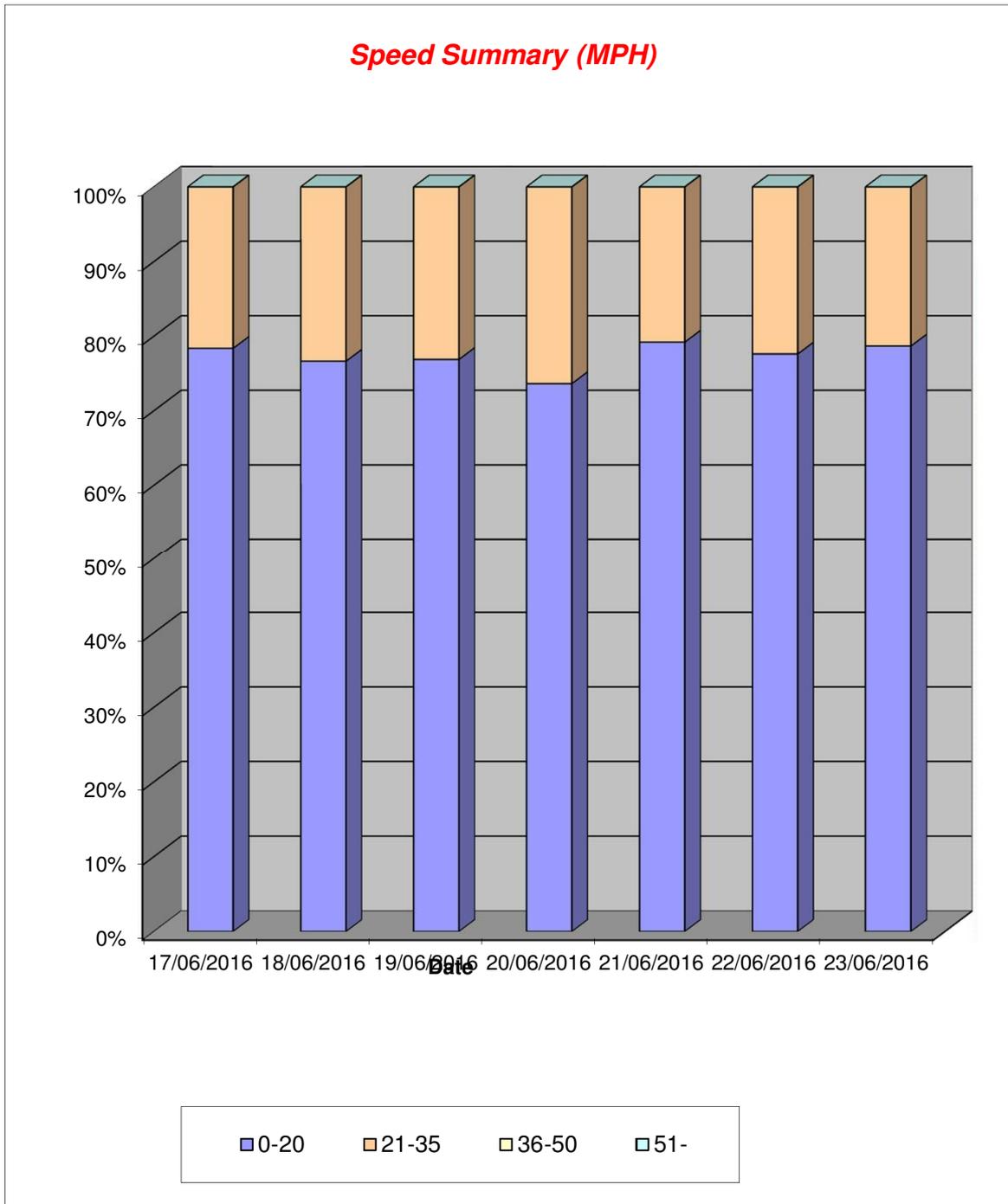
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
0-20	1086	915	698	1078	1222	1171	1136
21-35	300	279	210	386	321	338	308
36-50	0	0	0	0	0	0	0
51-	0	0	0	0	0	0	0
TOTAL	1386	1194	908	1464	1543	1509	1444

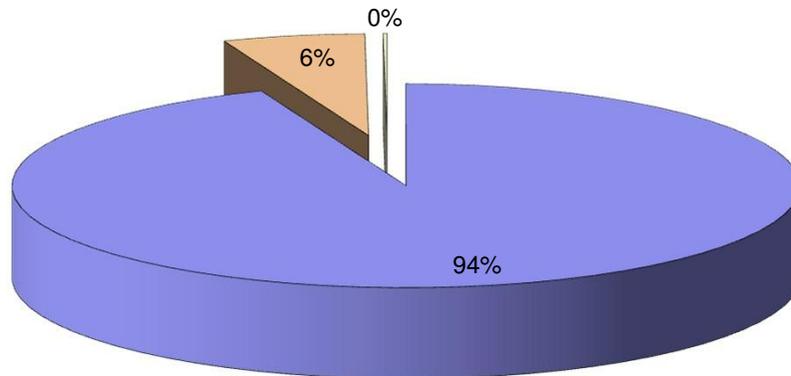


Histon ATC, Impington Lane (Western Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
17/06/2016					
7-19	1130	99	4	1233	
6-22	1226	102	5	1333	
6-24	1258	102	5	1365	
0-24	1272	109	5	1386	
18/06/2016					
7-19	1044	31	0	1075	
6-22	1114	32	0	1146	
6-24	1142	32	0	1174	
0-24	1160	33	1	1194	
19/06/2016					
7-19	801	21	0	822	
6-22	851	23	0	874	
6-24	865	23	0	888	
0-24	885	23	0	908	
20/06/2016					
7-19	1206	90	0	1296	
6-22	1322	94	0	1416	
6-24	1353	94	0	1447	
0-24	1367	96	1	1464	
21/06/2016					
7-19	1247	88	1	1336	
6-22	1403	94	3	1500	
6-24	1429	94	3	1526	
0-24	1443	97	3	1543	
22/06/2016					
7-19	1217	100	2	1319	
6-22	1360	104	2	1466	
6-24	1382	105	2	1489	
0-24	1398	108	3	1509	
23/06/2016					
7-19	1170	79	1	1250	
6-22	1310	84	1	1395	
6-24	1338	84	1	1423	
0-24	1357	85	2	1444	
Average					
7-19	1116	73	1	1190	
6-22	1227	76	2	1304	
6-24	1252	76	2	1330	
0-24	1269	79	2	1350	

Total Vehicle Class Distribution



Histon ATC, Impington Lane (Western Site)

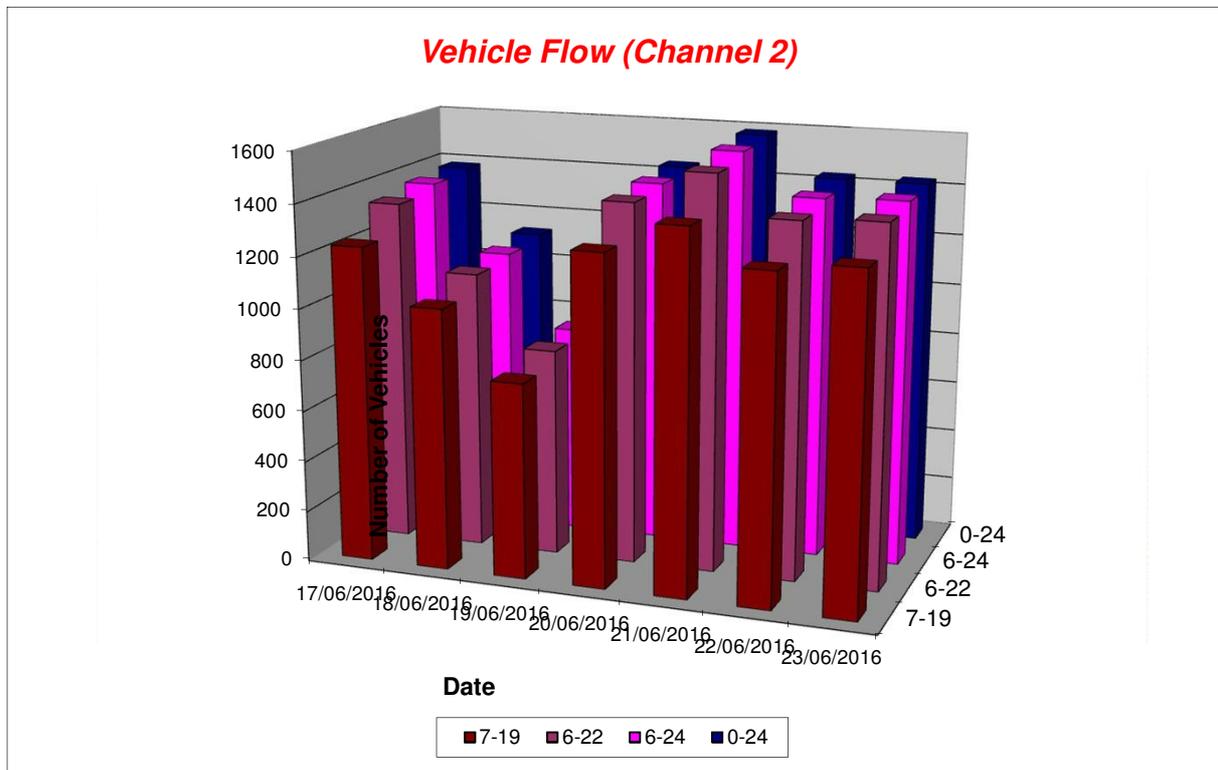
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday	5 Day Ave	7 Day Ave
1	0	3	7	3	6	6	0	3	4
2	1	3	5	1	1	3	0	1	2
3	1	1	0	0	0	2	2	1	1
4	0	1	1	0	1	0	0	0	0
5	6	0	2	7	7	6	3	6	4
6	6	11	3	2	1	4	6	4	5
7	20	6	6	23	20	18	17	20	16
8	77	19	11	71	90	81	80	80	61
9	215	44	26	258	241	249	251	243	183
10	111	89	57	138	172	134	159	143	123
11	87	127	112	67	110	89	79	86	96
12	83	136	120	98	137	65	80	93	103
13	99	141	113	87	97	93	96	94	104
14	90	95	87	130	115	95	109	108	103
15	114	112	89	93	109	103	88	101	101
16	116	102	62	116	107	111	115	113	104
17	85	57	36	76	73	88	76	80	70
18	102	61	20	92	87	89	77	89	75
19	56	41	34	57	63	67	88	66	58
20	46	36	16	39	54	45	50	47	41
21	27	15	11	46	28	36	21	32	26
22	14	7	13	18	34	20	12	20	17
23	20	10	7	13	23	24	14	19	16
24	7	8	0	5	9	2	7	6	5
7-19	1235	1024	767	1283	1401	1264	1298	1296	1182
6-22	1342	1088	813	1409	1537	1383	1398	1414	1281
6-24	1369	1106	820	1427	1569	1409	1419	1439	1303
0-24	1383	1125	838	1440	1585	1430	1430	1454	1319



Histon ATC, Impington Lane (Western Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	16.0	17.0	19.7	17.7	20.5	-
2	20.0	20.3	14.0	21.0	24.0	19.7	-
3	19.0	23.0	-	-	-	15.5	18.5
4	-	20.0	16.0	-	20.0	-	-
5	18.7	-	19.0	20.4	19.3	17.8	20.7
6	19.8	21.6	21.7	24.0	20.0	21.5	18.5
7	16.5	20.2	19.0	19.9	18.0	18.6	19.1
8	18.6	17.6	20.8	19.3	19.0	18.4	18.8
9	18.3	18.8	19.0	18.4	18.7	18.4	18.5
10	18.2	18.5	17.7	18.5	17.8	18.0	17.7
11	17.7	17.6	16.7	17.1	17.8	18.7	18.0
12	17.8	17.6	16.9	17.3	17.4	17.0	18.7
13	18.9	17.8	17.4	18.1	18.4	18.6	16.8
14	18.1	17.8	17.9	18.5	18.4	17.2	18.9
15	18.7	18.0	17.9	18.1	17.6	18.5	17.5
16	18.0	18.0	18.4	18.4	17.6	17.6	17.9
17	17.3	18.2	18.1	17.3	17.7	17.9	17.9
18	17.1	18.0	17.5	17.8	17.3	18.1	18.1
19	18.0	19.3	18.4	18.3	17.9	17.3	18.2
20	18.9	18.3	18.1	18.5	17.8	18.4	17.2
21	17.1	19.1	17.3	19.3	18.0	17.5	19.1
22	18.6	20.3	18.2	19.9	17.0	17.3	19.4
23	20.3	18.3	17.4	18.5	16.3	18.9	17.1
24	17.3	17.8	-	18.2	18.7	16.0	18.1

10-12	17.7	17.6	16.8	17.2	17.6	18.0	18.3
14-16	18.4	18.0	18.1	18.2	17.6	18.0	17.7
0-24	18.1	18.1	17.6	18.3	18.0	18.1	18.1

7 Day Ave 18.1

Channel 2 - Eastbound

85th Percentile

Hr Ending	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
1	-	18.4	19.1	22.2	19.0	23.5	-
2	-	23.2	19.4	-	-	20.0	-
3	-	-	-	-	-	18.0	21.7
4	-	-	-	-	-	-	-
5	20.0	-	19.7	25.0	24.0	19.5	21.7
6	22.0	24.0	24.9	26.1	-	24.6	22.0
7	20.0	21.5	23.3	23.7	20.2	21.5	22.0
8	23.0	20.6	23.0	23.5	23.0	22.0	23.0
9	21.0	22.6	23.0	22.0	22.0	22.0	22.0
10	22.0	21.8	20.6	21.5	20.0	20.0	20.0
11	20.0	20.0	20.0	20.0	20.0	22.0	20.0
12	20.0	20.0	20.0	20.0	20.0	20.0	21.2
13	22.0	20.0	20.0	20.1	21.6	20.2	20.0
14	20.7	20.0	20.0	22.0	22.0	20.0	22.8
15	23.0	20.4	20.0	21.0	20.0	21.0	20.0
16	21.8	20.0	20.0	21.0	20.0	20.5	20.0
17	20.0	20.0	22.0	20.0	20.0	21.0	20.0
18	20.0	20.0	20.0	20.0	20.0	21.8	20.6
19	20.8	24.0	23.0	20.0	20.0	20.0	21.0
20	22.3	20.0	21.0	22.0	20.0	22.0	20.0
21	20.0	22.8	20.0	22.3	22.0	20.0	21.0
22	20.2	23.1	24.2	23.5	20.0	20.6	22.0
23	24.2	22.6	19.1	21.2	20.7	22.6	21.0
24	20.2	20.0	-	22.4	23.6	18.8	21.4

10-12	20.0	20.0	20.0	20.0	20.0	22.0	20.0
14-16	22.0	20.0	20.0	21.0	20.0	21.0	20.0
0-24	21.0	20.0	20.0	21.0	21.0	21.0	21.0

7 Day Ave 21.0

Histon ATC, Impington Lane (Western Site)

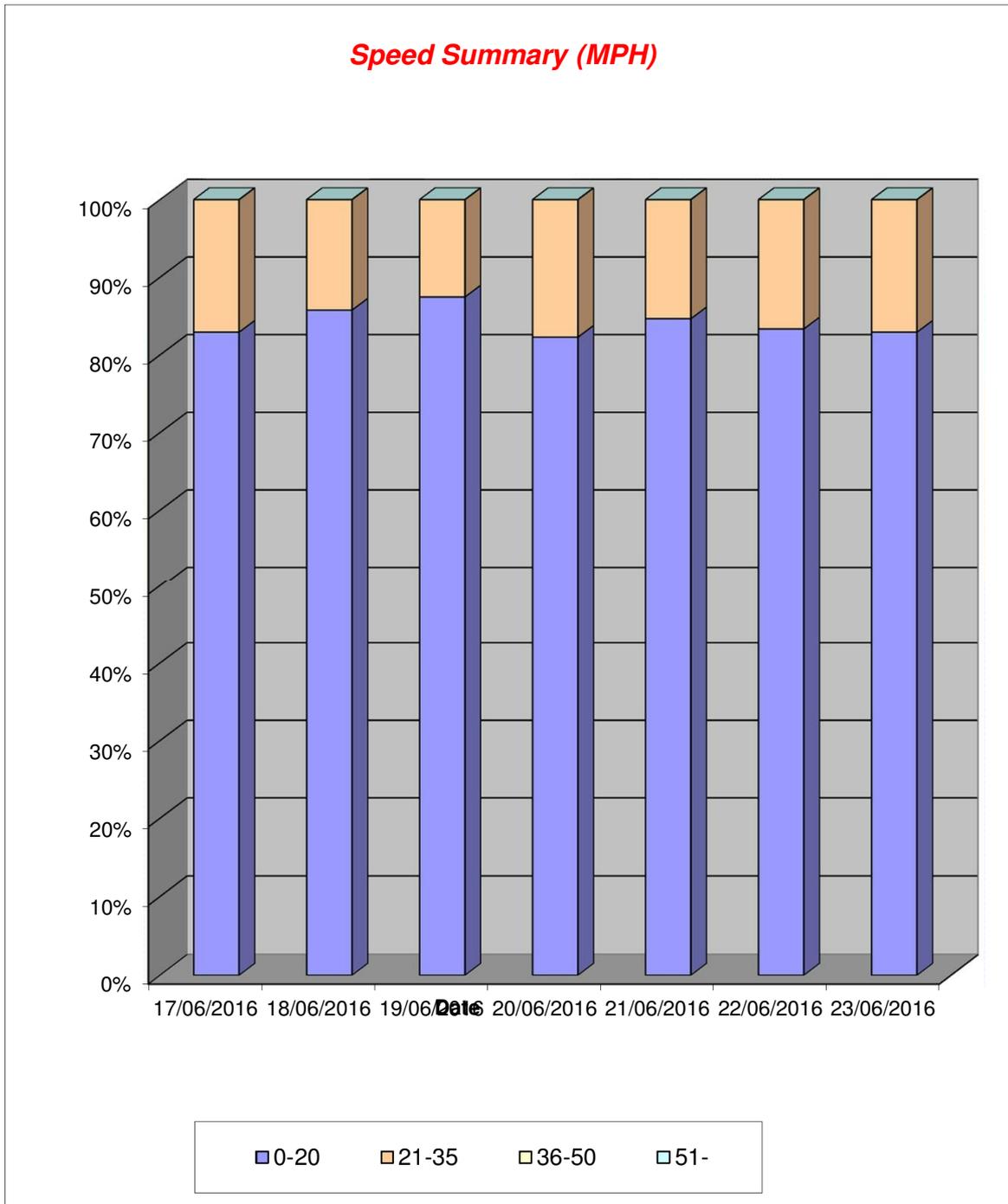
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	17/06/2016 Friday	18/06/2016 Saturday	19/06/2016 Sunday	20/06/2016 Monday	21/06/2016 Tuesday	22/06/2016 Wednesday	23/06/2016 Thursday
0-20	1147	965	733	1185	1342	1192	1186
21-35	236	160	105	255	243	238	244
36-50	0	0	0	0	0	0	0
51-	0	0	0	0	0	0	0
TOTAL	1383	1125	838	1440	1585	1430	1430

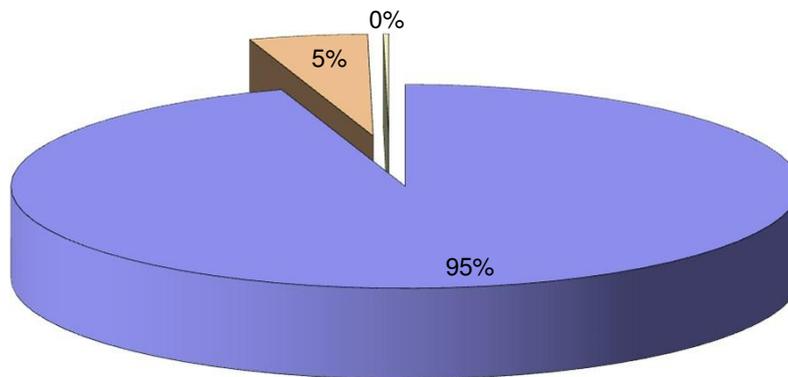


Histon ATC, Impington Lane (Western Site)

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
17/06/2016					
7-19	1153	76	6	1235	
6-22	1257	79	6	1342	
6-24	1283	80	6	1369	
0-24	1294	83	6	1383	
18/06/2016					
7-19	990	32	2	1024	
6-22	1052	34	2	1088	
6-24	1069	35	2	1106	
0-24	1084	39	2	1125	
19/06/2016					
7-19	750	16	1	767	
6-22	793	18	2	813	
6-24	800	18	2	820	
0-24	818	18	2	838	
20/06/2016					
7-19	1219	63	1	1283	
6-22	1340	67	2	1409	
6-24	1358	67	2	1427	
0-24	1369	69	2	1440	
21/06/2016					
7-19	1314	83	4	1401	
6-22	1448	85	4	1537	
6-24	1480	85	4	1569	
0-24	1494	87	4	1585	
22/06/2016					
7-19	1191	72	1	1264	
6-22	1307	75	1	1383	
6-24	1333	75	1	1409	
0-24	1352	76	2	1430	
23/06/2016					
7-19	1223	73	2	1298	
6-22	1321	74	3	1398	
6-24	1342	74	3	1419	
0-24	1351	76	3	1430	
Average					
7-19	1120	59	2	1182	
6-22	1217	62	3	1281	
6-24	1238	62	3	1303	
0-24	1252	64	3	1319	

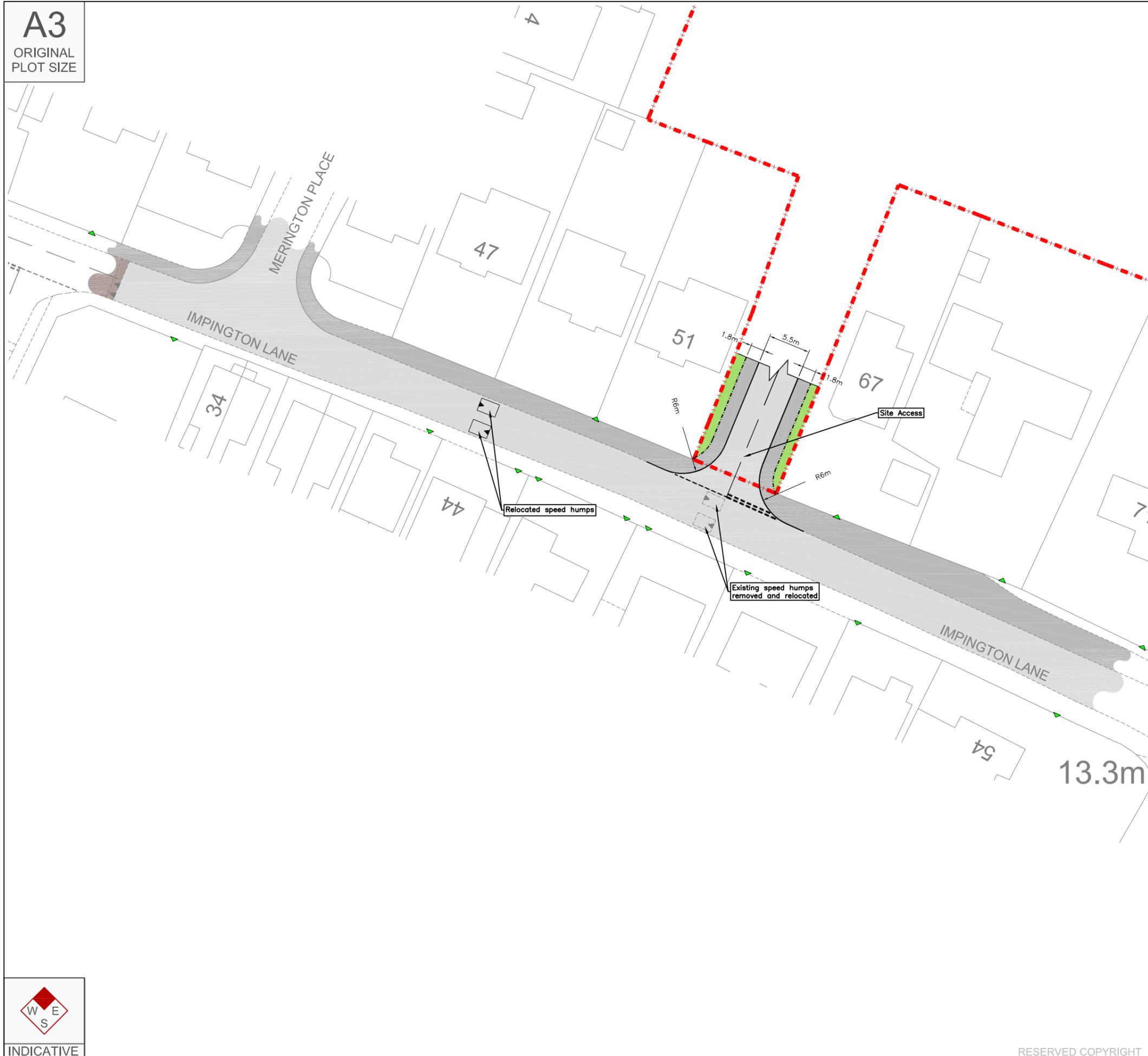
Total Vehicle Class Distribution



APPENDIX B

A3

ORIGINAL
PLOT SIZE



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NOTES:

1. Indicative un-surveyed road markings.
2. Subject to topographical survey.

KEY

- Indicative Site Boundary.
- Existing vehicular access.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
 Cardiff
 London
 Oxford
 Welwyn Garden City



Sheraton House
 Castle Park
 Cambridge
 CB3 0AX
 01223 370135
www.tpa.uk.com

CLIENT:

Hill Residential Limited

PROJECT:

Land off Impington Lane,
Histon

TITLE:

Access Arrangement

STATUS:

FEASIBILITY

SCALE: 1:500	DATE: 01.07.16	DRAWN: JA	CHECKED: JW	APPROVED: JW
JOB NO: 1604-49		DRAWING NO: SK01		REVISION: -



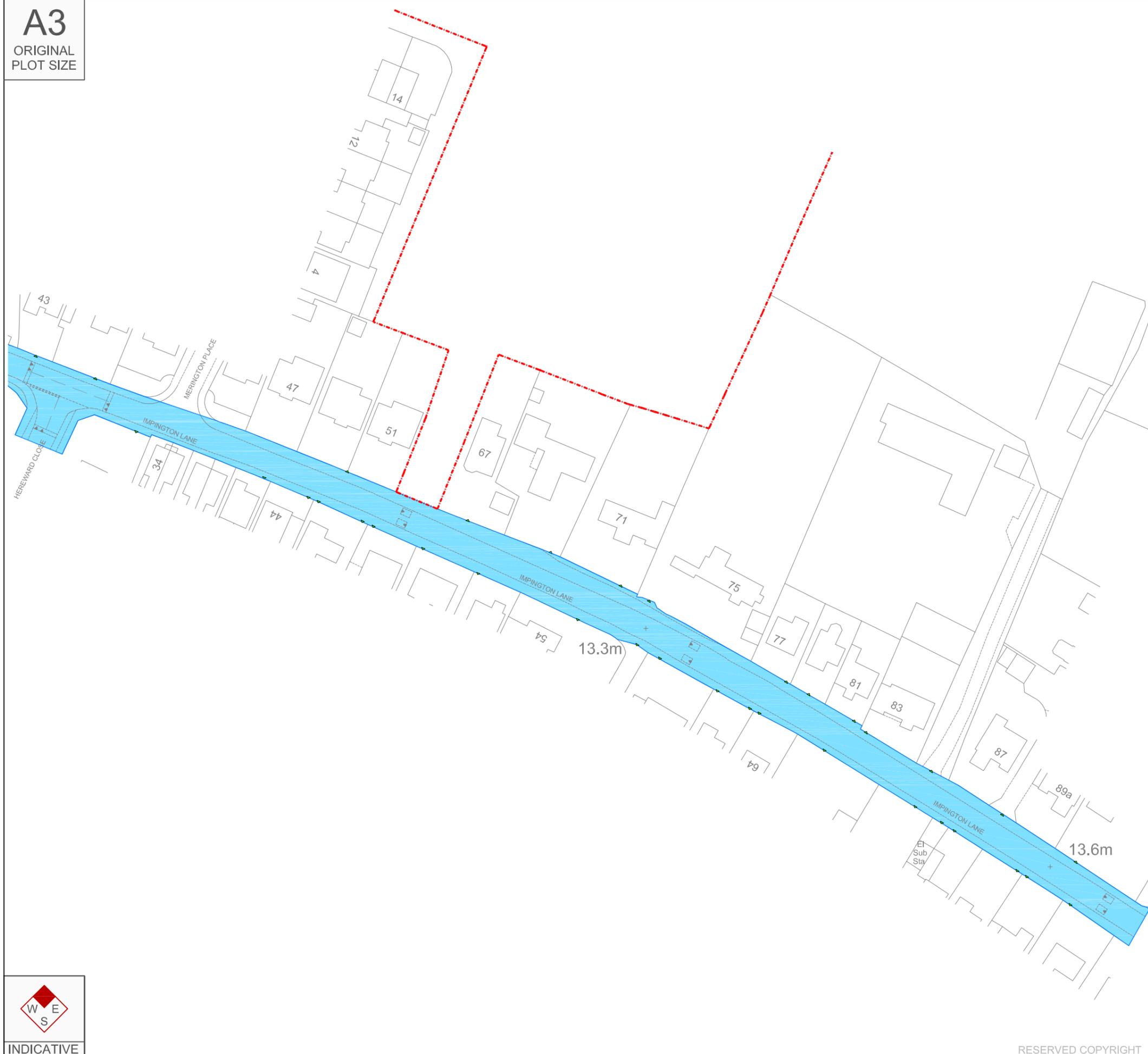
INDICATIVE

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APPENDIX C

A3

ORIGINAL
PLOT SIZE



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NOTES:

1. Indicative un-surveyed road markings.
2. Highway Boundary interpreted from information supplied by Cambridgeshire County Council.
3. Subject to topographical survey.

KEY

-  - Indicative Site Boundary.
-  - Highway Boundary.
-  - Existing vehicular access.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
 Cardiff
 London
 Oxford
 Welwyn Garden City



Sheraton House
 Castle Park
 Cambridge
 CB3 0AX
 01223 370135
www.tpa.uk.com

CLIENT:

Hill Residential Limited

PROJECT:

Land off Impington Lane,
Histon

TITLE:

Highway Boundary

STATUS:

FOR INFORMATION

SCALE: 1:1,000	DATE: 01.07.16	DRAWN: JA	CHECKED: JW	APPROVED: JW
JOB NO: 1604-49		DRAWING NO: EL02		REVISION: -



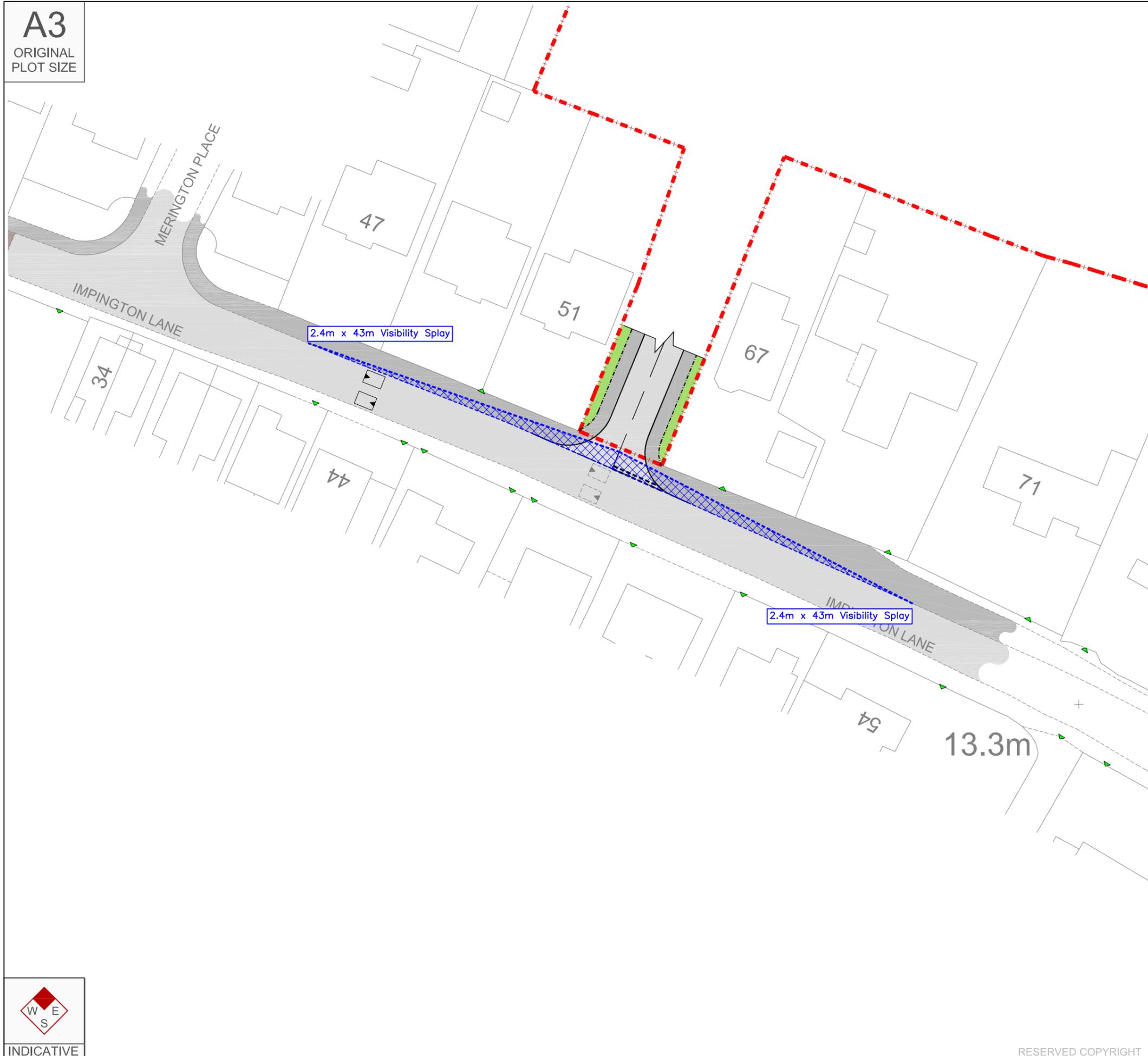
INDICATIVE

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APPENDIX D

A3

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PLOT SIZE



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NOTES:

- 1. Indicative un-surveyed road markings.
- 2. Subject to topographical survey.

KEY

-  - Indicative Site Boundary.
-  - Existing vehicular access.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
 Cardiff
 London
 Oxford
 Welwyn Garden City



Sheraton House
 Castle Park
 Cambridge
 CB3 0AX
 01223 370135
www.tpa.uk.com

CLIENT:

Hill Residential Limited

PROJECT:

Land off Impington Lane,
Histon

TITLE:

Access Visibility

STATUS:

FEASIBILITY

SCALE: 1:500	DATE: 01.07.16	DRAWN: JA	CHECKED: JW	APPROVED: JW
JOB NO: 1604-49		DRAWING NO: SK02		REVISION: -



INDICATIVE

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APPENDIX 6

Extract from SHLAA Pro-Forma Site Ref 112

<p>Utility services?</p>	<ul style="list-style-type: none"> • Electricity - No significant impact on existing network. • Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. • Gas – Histon and Impington has a mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. • Mains sewerage - There is sufficient capacity at the waste water treatment works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
<p>Drainage measures?</p>	<p>Surface water run-off could be dealt with by a combination of infiltration and positive outfalls to the local ditch network.</p>
<p>School capacity? (Updated August 2013)</p>	<p>Histon and Impington have two Primary Schools, each with a PAN of 90 and school capacities of 270 and 360, and lies within the catchment of Impington Village College with a PAN of 210 and school capacity of 1,050. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 61 primary places in Histon and Impington taking account of planned development, and a deficit of 13 secondary places at Impington VC taking account of planned development across the village college catchment area.</p> <p>The development of this site for 46 dwellings could generate a small need for early years places and a maximum of 16 primary school places and 12 secondary places.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.</p> <p>Updated comments from County Council Education Officers in May 2013: There is currently limited capacity within the village's Infant and Junior Schools. In recent years the school has faced in-catchment pressure for places. The pupil forecasts moving forward over future years</p>

APPENDIX 7

Information on Patient Numbers at The Firs Surgery, Histon

GPs per 1,000 Patients

Why this fact is important:

This represents the number of Full Time Equivalent (FTE) GPs per 1,000 patients in this Practice.

FTE is based on the proportion of time staff work in a role.

This information allows comparison of General Practice workforce.

The average number of FTE GPs per 1,000 patients per practice in England is 0.58.

This information is from the GP Workforce Census as at 30 September 2014 and provides a snapshot of the workforce at this time.

Things to note:

This information is based on the General Practice Workforce Census, which is published annually by HSCIC (note the HSCIC plan to collect and publish this information every 6 months with the first collection as at 31 March 2015 scheduled for publication in Sept 2015). The Census includes data on other staff in addition to General Practitioners and Nurses and therefore the information presented on MyNHS is not intended to describe the actual level of the entire practice workforce available to patients, as this does not include those directly involved in delivering patient care other than a nurse or GP (such as Health Care Assistants (HCAs), Physiotherapists, Pharmacists, Phlebotomists, Chiropodists, Dispensers, Counsellors, and Complementary Therapists). Further information on other practice staff can be accessed via HSCIC GP Workforce Census publications, as per the links below.

MYNHS allows users to search for individual practices by name or postcode, allowing users to compare information within this locality. Comparison of practice level information against averages for that particular commissioning region i.e. by Clinical Commissioning Group, or NHS England Regions, can only be done via the HSCIC's Practice Level Indicator Tool; see Further Information below.

The level of workforce within the GP workforce census is measured in 2 ways;

- Headcount, which is the simple count of actual people/staff working within a practice regardless of the hours they may work, and
- Full Time Equivalent (FTE), which is a standardised measure of the workload of an employee. An FTE of 1.0 means that a person is equivalent to a full time worker, an FTE of 0.5 signals that the worker is half (part) time. Note: 1 FTE is equivalent to 37.5 hours. This measure allows for the work of part-time staff to be converted into an equivalent number of full time staff. FTE will also include non-patient facing time.

The information presented on MyNHS is based on FTE data as this provides more accurate assumptions on available workforce for patients at each practice.

There is no recommended number of FTE GPs per 1,000 patients per practice, recognising the differing needs of the registered patients of GP practices. GP practices plan and utilise their workforce to best meet the needs of their patients.

It can be noted for comparison, that the average number of FTE GPs per 1,000 patients per practice in England is 0.58.

Outliers of practice data may exist due to availability of information at the time of the census, where the number of GPs per 1,000 patients per practice may not truly represent the actual workforce of this practice. For example, for practices experiencing organisational change on or around this date – such as closure, merging with other practices, or newly opening – the number of GPs employed at that date may be determined by the previous or foreseen patient numbers rather than those recorded on that date. Alternatively, practices will in some instances work collaboratively with others, for example in the form of federation, where GPs work across multiple sites. In these instances, the number of GPs recorded for a given practice may be lower than the number of GPs treating that practice's patients, as some of this work is being carried out by GPs recorded as working in another practice.

The GP Workforce Census published by HSCIC includes information on ALL types of General Practitioners (including GP Provider (single-handed or partnerships), Salaried GPs, GP registrars & GP Retainers) which can be segmented and individual practitioner types can be compared.

- GP Provider is a practitioner who has entered into a contract to provide services to patients. They may be a single-handed practitioner or part of a partnership.
- Salaried/other GPs work for single-handed or partnership provider and are generally remunerated by salary.
- GP registrars are fully registered physicians who are being trained for general practice.
- GP retainers are practitioners who provide service sessions in general practice. They are employed by the partnership to undertake set sessions, being allowed to work a maximum of 4 sessions per week.
- GP Locums are physicians who work in the place of the regular physician when that physician is absent, or when a practice is short-staffed.

The number of FTE GPs per 1,000 patients per practice as presented on MyNHS does not include GP registrars, GP retainers, or GP locums.

Things to consider about data source

The NHAIS (Exeter) General Practice Payments System, a computerised payment system of General Medical Practitioners in England, is the main source of General Practice and Practitioner information. It includes details of each practitioner's name, date of birth, gender, working hours/sessions and practice details.

Data source

Health & Social Care Information Centre (HSCIC)

Time period

Census as at September 30th 2014 published March 2015.

Further information

Further information on this data can be found [here](#)

The HSCIC provides a more extensive comparison of GP workforce data through its Practice Level Indicator Tool which can be found [here](#)

Firs House Surgery Histon

01223 234286 Station Road Histon, Cambridge, Cambridgeshire, CB24 9NP
<http://www.firshouse.com>



Based on 11 ratings for this GP surgery

News:

- Outstanding CQC Report
- Transport
- **Firs House Carers**

Overview

Opening times

Monday	08:00 - 13:00	14:00 - 18:00	
Tuesday	08:00 - 13:00	14:00 - 18:00	
Wednesday	08:00 - 13:00	14:00 - 18:00	
Thursday	08:00 - 13:00	14:00 - 18:00	
Friday	08:00 - 13:00	14:00 - 18:00	
Saturday	Closed		
Sunday	Closed		

Last verified on 30/03/2016

Additional information

Extended Hours - The surgery offers some telephone and face to face appointments early in the mornings on Wednesdays and Fridays fortnightly and once a month on Saturday. These have to be pre-booked and are aimed at those patients who may find it difficult to come to our surgery during the day due to work commitments. Please contact the surgery to book your appointment. We also offer health check clinics on Saturdays once a month and Thursday afternoons. The surgery is running Saturday clinics on 16 April, 7th May and 11 June 2016.

Doctors

- Dr Simon Hattle
- Dr Michael Grande
- Dr Simon Poole
- Dr Emma Baldwin
- Dr Joanne Pritchard
- Dr Simon Robinson
- Dr Emily Manning
- Dr Claire Aho

To read more about us and to find other staff members please view our [staff page](#).

GPs at this practice

4 male and 4 female GPs

Other branches

This practice is part of a practice group.

If you are interested in registering with one of our other branches please find their [contact information](#) here.

Online facilities

- Online appointment booking
- Order or view repeat prescriptions online

-  Online access to view your record

You must be registered with your GP's online service to access the facilities. [Find out more about accessing online services.](#)

Clicking this link will take you to an external website.

Data source: HSCIC

Services



Latest news

Outstanding CQC Report

We were inspected by the Care Quality Commission (CQC) on 30th June. The practice was rated as Outstanding. Only 3% of practices in the country achieve this rating. Please read our report on CQC website <http://www.cqc.org.uk/location/1-570639706>.

Associated document

[CQC final report.pdf \(.pdf, 352.88 KB\)](#)

Last updated on 30 March 2016.

[Back to top](#)

Transport

For Histon/Impington patients there is a community minibus which drops patients at the Firs House Surgery on Thursday mornings. Please enquire at reception.

For patients who live in Cottenham and who have difficulty getting transport to and from the surgery, there is a volunteer car scheme available. Contact details are as follows:

Cottenham Carecar Volunteer Social Care Scheme. Coordinator: Gerry Brett. Tel: 01954 251929. Mobile: 07866 838720. Email: cottenhamcarecar@gmx.com

Last updated on 06 March 2015.

[Back to top](#)

Firs House Carers

Firs House Surgery is an advocate for Carers in the practice area. If you look after a family member, friend or neighbour who is ill, frail or disabled, you too are a carer.

If you register as a Carer with the surgery we will put you in touch with Carers Trust who can provide ICERS, a Carer's assessment and general advice.

Please contact Chelsea at the surgery for more information on 01223 234286.

Last updated on 15 February 2015.

[Back to top](#)

Key facts

Registered patients

12282patients

[More on how we perform](#)

We are currently accepting new patients

Please register during reception hours

- [Download registration form](#)
- [View catchment area](#)
- [More patient information](#)

Need advice on how to choose a GP?

[View a guide by the Royal College of GPs](#)

Latest reviews of this gp practice

Always efficient and helpful.

I and my family have attended this practice for more than 20 years. They have always been efficient and helpful.

5 April 2016

Kicked out after ten minutes

I had a number of issues I wanted to discuss with my doctor but after ten minutes they said I had run out of time and would have to make ...

28 January 2016

Fast appointments and caring staff

I moved to the area about a year ago and my experiences of this surgery have been very positive compared to my previous surgery, so I wan...

29 December 2015

Support after total knee replacement

The Firs Surgery has given me thoughtful help and expertise over the last six weeks. I had a total knee replacement, staying in hospital...

22 April 2015

GP feedback

Our GP went over and beyond what was ever expected with helping one particular patient more than impressed with the service

21 April 2015

Leave your own review

[Read all 39 reviews](#)

Patient Participation Group

For more comments and opinion data for this practice, view the [Patient Participation Group](#)

Nearby Branches

[Find nearby Branches](#)

Last updated on 30 March 2016.

Information supplied by [NHS Cambridgeshire And Peterborough CCG](#)

[Report an issue with the information on this page](#)

APPENDIX 8

County Council Primary School Consultation Summary

Histon and Impington Primary Educational Provision

Stage 1 Consultation Summary May 2016

Background

The Council in collaboration with Cambridge Partnership Education Trust (CPET) are reviewing options to permanently expand primary provision in Histon and Impington. In May 2016 a four week consultation was held to gather the views of parents/carers and the community on four options. The aim is to increase primary provision in the village from 3 forms of entry to 4 forms of entry across all year groups (Reception to Year 6), to meet increasing in catchment demand for places, whilst also offering a level of future proofing.

The Four Options identified in the consultation document were as follows:

Option 1 Permanent expansion of both Infant and Junior School sites to 4FE

Option 2 Expansion of the Junior School to 4FE on its current site and expansion of the Infant School to 4 FE but across two sites, with 180 places available on the current site and the same number on a new site elsewhere in Histon and Impington

Option 3 Relocation of the Infant School to a new site and change of age range at both schools to provide two all-through primaries both operating as 2FE schools each providing 420 places

Option 4 No change to Infant and Junior School and establish a new -210 place (1FE) all-through primary school on a new site with the capacity to provide up to a 630 place (3FE) school subject to future demand

Summary of responses received

The total number of responses received during 4 week consultation period were 93, including 74 via the smart survey and 19 paper/email comments.

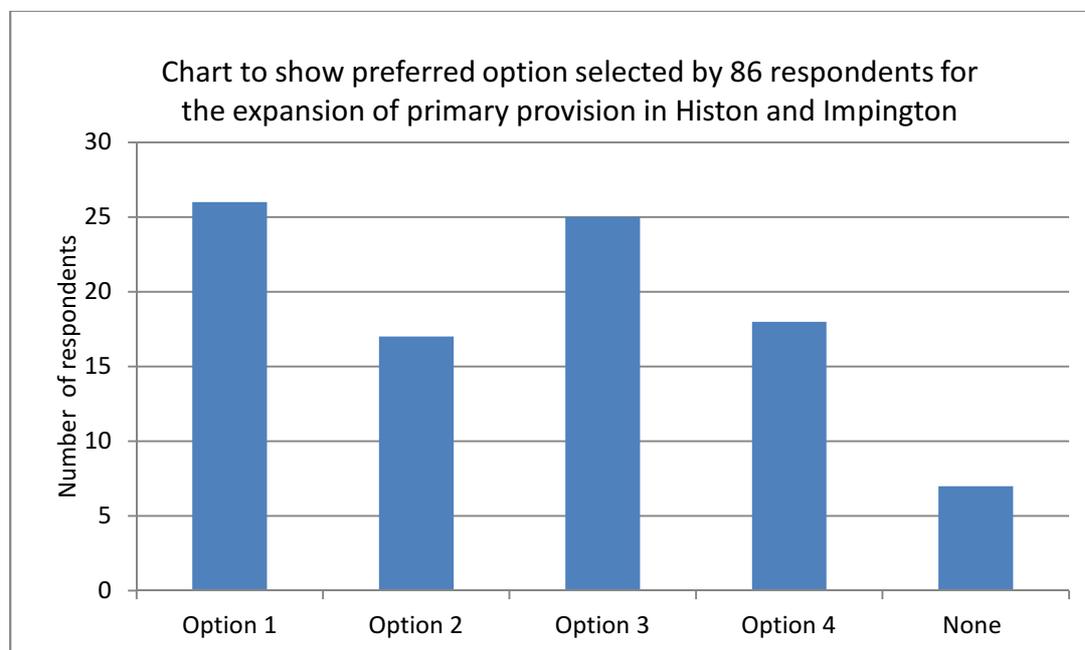
The profile of respondents is shown below:

Type	Number*
Member of school staff	6
School Governor	2
Parent/Carer of a school child	64
Parent/Carer of a younger child	32
Elected Councillor	2
Member of the local community	22

*total exceeds 93 as some respondents fulfil more than one category.

Respondents were asked to review each suggested option and identify their preferred choice for the permanent expansion of primary provision; of the 93 comments received 87~~6~~ identified a preferred option.

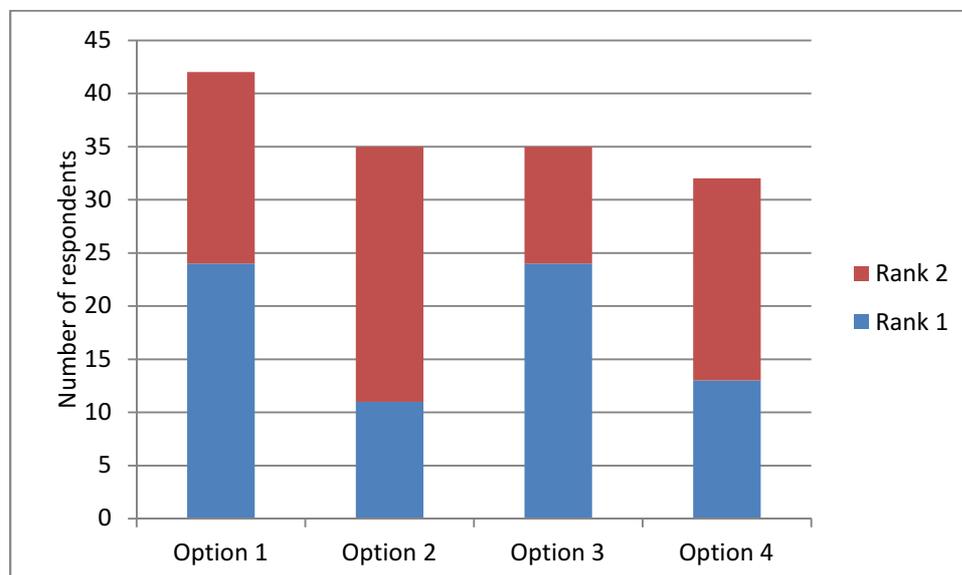
Chart to show preferred option for the expansion of primary provision in Histon and Impington, selected by 86 respondents (refer to Appendix 1 for raw data)



There is no clear single option preferred by the 86 respondents. Option 1 and 3 are the two most popular preferences even though they offer quite different educational solutions. Option 1 would retain the current Infant and Junior model, whereas Option 3 proposes the conversion of the Infant and Junior schools into two all through (Reception to Year 6) primary schools. To review a more detailed breakdown of the option selected by each type of respondent please refer to Appendix 2.

The smart survey allowed respondents to rank the options in order of preference. 72 of the 74 responses received via the smart survey choose to complete the ranking.

Chart to show the number of respondents selecting an option as either their first or second preference.



Option 1 was the most popular option selected as the first and second choice for respondents. There is very little difference between the number of respondents selecting option 2,3 and 4 as their first and second preference with between 32-35 votes for each. Please refer to Appendix 3 for further data on the ranking of options.

Alternative Options

In addition to reviewing the four options presented, respondents were asked if they thought any other option not mentioned should be considered. A total of 15 alternative options were suggested by respondents. The most commonly suggested alternative options are described below, for a full list of alternative options please refer to Appendix 4.

Alternative Option a), explained by this respondent in six sequential steps:

1. Build a new Junior School, ideally at the East side of the Buxhall Farm site.
2. Relocate Junior School to new site
3. Refurbish / adapt Junior School site for use by Infants
4. Relocate Infants school to Junior school site
5. Sell Infants school site for housing (partially funding capital costs of new build and adaption)
6. In parallel to 1-4, improvements to Station road and B1049 to make safe walking and cycling to school the preferred option...

Extract from feedback form received in May 2016 consultation.

Alternative Option b)

'...reconsider(ing) the use of current school sites, looking at turning them into two storey buildings, or even just essentially doing loft conversions and moving non-class room spaces (library, staff room, offices ect) into the lost area so as to make more room for classrooms.'

Extract from feedback form received in May 2016 consultation.

Alterative Option c)

'...A new 4FE Infant school on a new site and a renovated 4FE entry Junior school on the current site.'

Extract from feedback form received in May 2016 consultation.

Conclusion

- The response to the first stage of the consultation for the permanent expansion of primary provision in Histon and Impington was good, with a total of 93 respondents providing feedback
- Preference data collected from 86 respondents identified option 1 and 3 as popular solutions to deliver the additional capacity required in Histon and Impington
- The ranking of options demonstrates the closeness of preference between all four options
- A number of additional options were suggested for alternative ways to deliver the additional permanent capacity needed in Histon and Impington

Next Steps : Summary table

Date	Detail
27 th May	Deadline for comments from consultation on four options presented.
Early June	Analysis of consultation feedback
Before end of Summer Term	Consultation Response Document to be prepared and shared with stakeholders and published on CCC website.
2 nd -August	Report to Councillors with specialist responsibilities to consider the needs of Children and Young People. To inform them of the feedback from the initial consultation seeking approval to move forward with 1 or 2 options/strategy ahead of formal consultation later in year.
Ongoing	Review and assessment of feasibility of selected option/s
From September 2016	4 week formal consultation on detailed option/s
From October 2016	Analysis of consultation feedback
From October 2016	Consultation Response Document to be prepared and shared with key stakeholders and published on CCC website.
17 th January	Report to Councillors with specialist responsibilities to make decisions at Committee for Children and Young People's services. To include a summary of the second stage consultation seeking endorsement of proposed way forward

Officer Contact:

Elizabeth Haines , 0-19 Places Planning and Sufficiency Officer

Learning, Children's, Families & Adults Services

Box CC1213, Octagon

Shire Hall, Cambridge

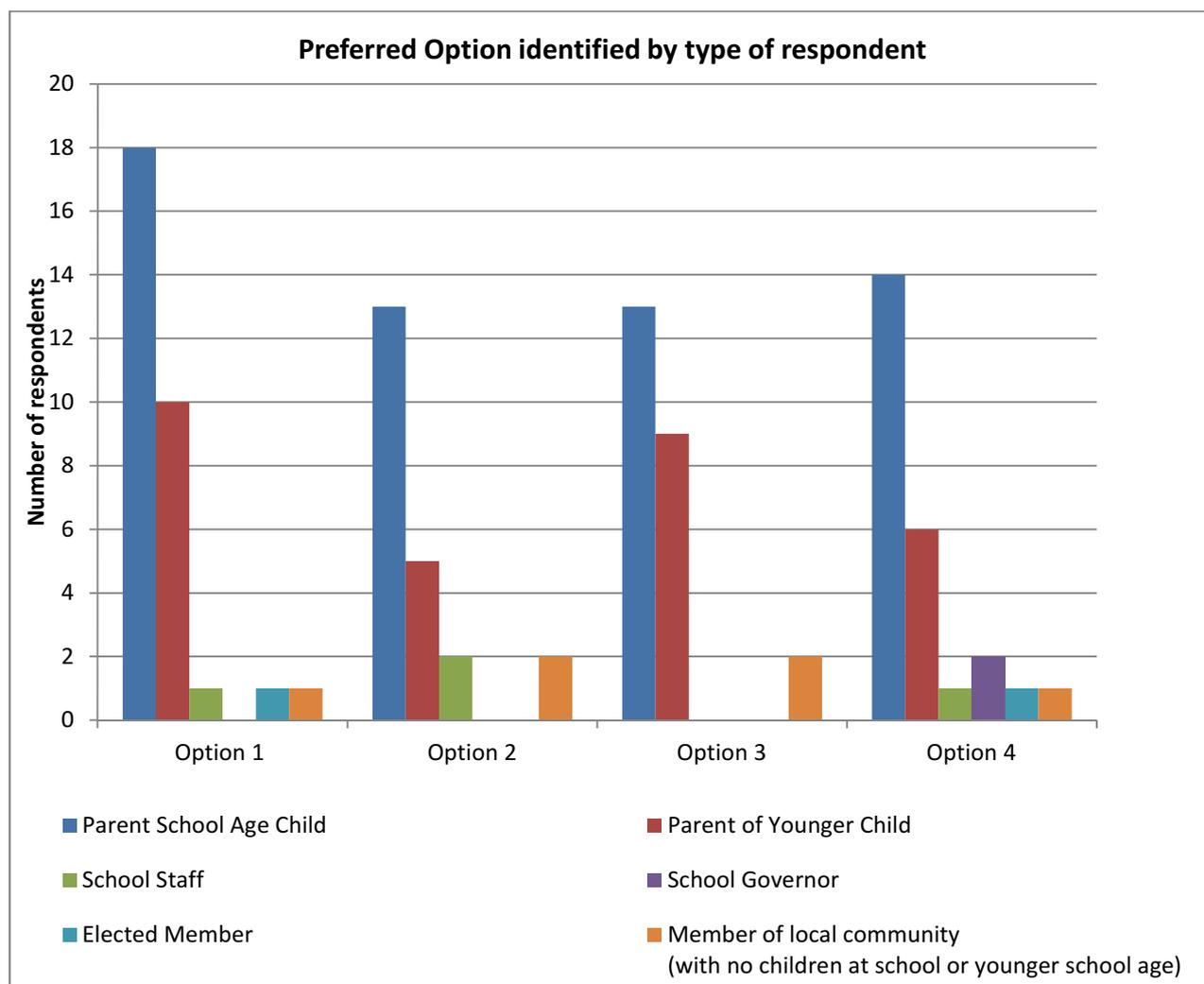
CB3 0AP

Tel: 01223 699606

e-mail: Elizabeth.haines@cambridgeshire.gov.uk

Appendix 1 Table showing the raw data for the preferred option

Option	Brief Description	Number
1	4FE Infant and 4FE Junior	26
2	2 x 2FE Infant and 4FE Junior	17
3	2 x 2FE Primary R-Yr6	25
4	3FE Infant, 3FE Junior, 1FE Primary	18
None	No option preference identified	7
	Total	93

Appendix 2 Further breakdown of preferred option selected by type of respondent

Raw data for preferred option selected by type of respondent

Type of Respondent	Option 1	Option 2	Option 3	Option 4
Parent School Age Child	18	13	13	14
Parent of Younger Child	10	5	9	6
School Staff	1	2		1
School Governor				2
Elected Member	1			1
Member of local community (with no children at school or younger school age)	1	2	2	1

Appendix 3

The following table shows the ranking of options in order of preference from 72 respondents.

Option	Rank in order of preference				Blank
	1	2	3	4	
1	24	18	14	16	2
2	11	24	16	21	2
3	24	11	20	17	2
4	13	19	22	18	2

Appendix 4 Alternative Options Suggested by Respondents

Number	Brief description of suggestion
1	Build a 4FE Junior School on a new site and relocate the Infant school onto the Junior site as a 4FE school
2	Review use of space in current schools and if necessary build a second storey or add loft conversion and move all non-teaching functions into these spaces, freeing up space for classrooms
3	Build a 4FE Infant school on a new site and expand the current Juniors to 4FE
4	Improve or expand surrounding schools in North Cambridge to prevent out of catchment seeking a place in Histon and Impington
5	Variation on option 2: suggestions to create two Infant schools on two sites from between 2-4FE feeding into a new Junior school of capacity between 4-6FE
6	Formalise current arrangements by merging Infants and Juniors into one all through primary school operating across two sites. Where a 4FE R and Yr1 are on the Infant site and a 4FE Yr2 – Yr6 on the Junior school site
7	Expand the Junior school to 4FE and relocate a new 4FE Infant school on the same site
8	Build a new school in the south of the village
9	Build a centrally located 4FE all through primary school
10	Re-locate the Early Years Centre and the site for the Infant school
11	Ask Impington Village College or another provider to provide a free school
12	Create three smaller school sites for Reception-Year 1, Year 2-3 and Year 4-6
13	Re-model the road that divides the Infant school buildings/playground to expand the available school site
14	Separate the Histon and Impington school catchment areas
15	Expand Junior site to accommodate 5FE Infants. Build a new 5FE Junior school on a new site

APPENDIX 9

Residential developments within Histon and Impington



Plan showing residential developments within Histon and Impington

KEY

- Enlarged Site
- Merrington Place
- Former SCA Packing Plant

APPENDIX 10

Photograph from northern boundary of proposed allocation



APPENDIX II

Concept Development Layout

