HELAA – Cherry Hinton

Land East of Gazelle Way, Cherry Hinton Site ID 115222; HELAA ID 40250			
Criteria (with latest assessment date in brackets)	**RAG Rating**	**HELAA Comments**	**Promoter Comments**
Adopted Development Plan Policies RAG (2026)	Amber	Development of the site has some potential policy constraints, but these could be overcome through the planning application process.	The assessment acknowledges that any conflicts with the Adopted Development Plan policies can be overcome through the planning process. **The Policies RAG should therefore be updated to Green.**
Flooding RAG (2026)	Amber	Flood Zones: Site is wholly within Flood Zone 1. Surface Water Flooding: 1% lies in a 1 in 100 year event. 3% lies in a 1 in 1000 year event.	The site is within Flood Zone 1. There are minimal areas with elevated risk of Surface Water flooding, however these comprise no more than 4% of the total land area and can be incorporated into the scheme design. **The Flooding RAG rating should therefore be updated to Green.**
Landscape Comment (2026)	Red	2026 Comment: The additional information is a rebuttal and statement in support of the applicant's proposal to previous assessments of the site. The statement does not change the concerns over the diminishment of the Green Belt in this area and the irreversible urbanisation of the rural gaps between Cherry Hinton, Teversham and Fulbourn. 2025: The illustrative framework submitted as part of the revised information indicates a narrow continuation of the green belt corridor; however, it is considered that the space is too constrained to function well for all the uses envisaged, including sports fields and recreational spaces. Development of the site as shown would continue to have an adverse impact on	The scheme has been landscape-led from the outset. Extensive consideration has been given to the potential impacts upon the landscape character which have been incorporated to the illustrative design. At this stage, the design is purely illustrative, and the parameters are not yet fixed with details, including the approach to the landscape design, to be considered further as part of the ongoing assessment and masterplanning process as the scheme evolves. As is evident from the submitted Masterplan it is clear that the proposed design is capable of incorporating strong and sufficient landscape buffers such that the proposals would not amalgamate Cambridge, Cherry Hinton, Teversham and Fulbourn. On the contrary, the landscape buffers are envisaged to retain the separation of the villages in

		the landscape character and would amalgamate Cambridge, Chery Hinton, Teversham and Fulbourn. However, it is considered that with alterations to the quantum of development, layout and character, and design of the open spaces, some limited development could be considered.	perpetuity, whilst providing new, high-quality public open space and recreational facilities. **The Landscape assessment rating should therefore be updated to Green.**
Biodiversity and Geodiversity (2026)	Amber	2026: Based on the new information provided, the assessment score has not changed. The supporting documents indicate that an ecological consultant has provided initial observations and that measures to safeguard Caudle Ditch will be a key aspect of the design to ensure no adverse effects on Wilbraham Fens SSSI. It is recommended that there is no change to the site assessment scoring as more detailed information is required to demonstrate that impacts will be avoided. Further surveys for protected and Priority species will also be required. 2025: The supporting documents indicate that an ecological consultant has provided initial observations. This indicates that measures to safeguard Caulde Ditch will be a key aspect of the design to ensure that no adverse effects on the Wilbraham Fens SSSI. It is recommended that there is no change to the site assessment scoring and more detailed information is required to demonstrate that impacts will be avoided. Further surveys for protected and Priority species will also be required.	Initial technical investigations confirm that mitigations in excess of statutory and emerging local requirements can be met within the site boundary. Impacts upon the Wilbraham Fens SSSI will be fully considered in the detailed design and mitigations can be secured by condition. Endurance Estates are confident the scheme can come forward without unacceptable adverse impact upon designated sites and can meet the Statutory BNG requirements. **The Biodiversity and Geodiversity RAG should therefore be updated to Green.**
Policy Officer Comments (2026)	Green	The site is wholly outside of protected open space. Detrimental open space impacts are not anticipated.	The assessment and **Green** RAG rating are welcomed.

Historic Environment Comments (2026)	Amber	Having considered the updated details, the site assessment remains amber. Development of the site could have a detrimental impact on a designated or non-designated heritage asset or the setting of a designated or non-designated heritage asset, but the impact could be reasonably mitigated.	The additional information provided previously showing the incorporation of suitable buffers to designated heritage assets was considered to be reasonable, and any additional mitigations required can be incorporated fully into the scheme design. **The Historic RAG should therefore be updated to Green.**
Archaeology RAG (2026)	Red	Based on the new information provided, the development would have a direct impact on a designated heritage asset at Caudle Corner Farm. A Roman Villa is recorded in the area, associated with an area of industrial activity. Although currently undesignated, this may also be of national importance. Development would also impact a designated medieval moat on the north east border of the proposal. WE strongly advise against the allocation of this site.	The recommendation against development of the entirety of the site due to the presence of Scheduled Monuments on a small portion of the site area is completely disproportionate and unnecessary. The indicative design proposals have allowed for significant buffers to preserve the scheduled monuments and archaeological remains in-situ if required. Should any detailed investigations recommend further mitigations, these can be incorporated into the proposed site design. **The Archaeology rating should be updated to Amber, pending further investigations**.
Accessibility Comment (2025)	Green	Good accessibility to key local services, transport, and employment opportunities. Proposed development would not require delivery of accompanying key services.	The assessment and **Green** rating is welcomed.
Site Access RAG (2026)	Amber	Having considered the updated site submission details, the assessment score remains amber. The proposed site is acceptable in principle subject to detailed design.	Endurance welcomes the recognition that the site access is acceptable in principle. Any specific matters relating to design can be assessed at detailed application stage. **The Site Access RAG should therefore be updated to Green.**
Transport and Roads RAG Assessment (2026)	Amber	Having considered the updated submission information, the assessment score remains amber as the site will need to provide	The highly sustainable location of the site offers the possibility of pursuing an ambitious modal shift, capitalising on proximity to existing and committed

		high-quality passenger transport and non-motorised user links into existing and proposed non-motorised user and passenger transport facilities and Cambridge. Development on the site would likely impact on an existing severely congested part of the network and would therefore require a 'trip budget' approach. Any potential impact on the functioning of trunk roads and/or local roads will need to be mitigated. Would rely on delivery of the Eastern Access and Newmarket Road corridor proposals, and will require a robust Travel Plan.	transport infrastructure in the area. The proposals include a high-quality off-road cycle link to connect the site to the Fulbourn Greenway and cycle routes through the Springstead Village development towards the planned Cambridge East Station proposed as part of the East West Rail scheme. This will provide high-quality links for non-motorised users. A robust Travel Plan will be provided at Application Stage, which will aim for a substantial modal-shift in recognition of the highly sustainable location. **The Transport and Roads RAG should therefore be updated to Green.**
Noise, Vibration, Odour and Light Pollution Guideline Comments (2026)	Amber	2026: The assessment score has not been changed and remains amber. While the additional information submitted recognises that noise assessment will be required due to the location of the site, sufficient details of proposed mitigation have not been made available. 2025: New information provided has not changed the assessment. The proposed site will be affected by road traffic noise from nearby main roads and by railway noise (and possibly vibration) but is acceptable in principle subject to appropriate detailed design considerations and mitigation. Detailed site specific assessments will be required for any future planning applications at this location.	The site comprises approximately 120 acres of land, and there is sufficient space to accommodate buffers where required, including through high-quality landscaping and the placement of less-sensitive receptors such as employment land. The need for mitigation measures are not known at this stage, however there is no indication that these could not be accommodated within the scheme design if required. **The Noise, Vibration, Odour and Light Pollution RAG should therefore be updated to Green.**
Air Quality (2026)	Amber	No change to the score given he potential impacts on air quality.	The site is located outside the AQMA. The site is well connected to the existing and proposed sustainable and active transport corridors. As a result, there is a potential to pursue an ambitious modal

			shift can be incorporated in the Travel Plan to mitigate against potential Air Quality impacts. Any other mitigations as may be required can be secured by condition at planning stage. **The Air Quality RAG should therefore be updated to Green.**
Contaminated Land RAG (2026)	Amber	The revised site boundary has been reviewed but the assessment remains unchanged. This is a site previously in agricultural use with the potential for historic contamination and planning conditions will be required.	Contaminated land assessments will be undertaken prior to the submission of any planning application. Subject to the outcome, planning conditions can be used to fully mitigate any historic contamination within the site. **The Contaminated Land RAG should therefore be updated to Green.**
Overall Suitability Score	Red		None of the issues raised are considered to be significant enough to preclude development of the site. Mitigations for all areas of concern can be incorporated through the detailed design phase. **The Suitability RAG should therefore be updated to Green.**
Available RAG	Green		The assessment and **Green** rating is welcomed.
Achievable RAG	Green		The assessment and **Green** rating is welcomed.