

This form was started at:13/12/2021 11:16:55

This form was completed at:13/12/2021 11:21:47

Internal form classification:N / A

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To complete this submission, you will need:

- evidence of landowner support
- site address
- a site plan

Are you submitting a new site, submitting an amendment or commenting on an existing submission?

I am submitting a new site

I am submitting an amendment to an existing site submission

I am making a comment on an existing site submission

Contact details

[Redacted contact details]

Please indicate your status

Landowner

Developer

Land agent

Registered provider

Planning consultant

Other

Is there more than 1 landowner?

No

Yes

Have all landowners been informed of this submission?

No

Yes

Do all landowners support this submission?

No

Yes

Are there any issues that would prevent council officers to undertake a site visit?

No

Yes

Amendment to existing site submission

HELAA (Housing and Employment Land Availability Assessment) reference number
40535

If you don't know your reference number, please locate it on the [HELAA reference map](#).

Please provide a brief summary of the proposed amendments to the site

Response to Draft Policy S/RRA – residential land allocation of 12.45 hectares
The Drift, Harston CB22 7NG

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

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

Landscape and Townscape

A site visit by Bidwells Landscape Architecture was undertaken on 7 December 2021 to assess the landscape and visual baseline condition.

We understand that the open landscape to the south-east of the A10 creates a strategic gap between the built form, and that this is protected by the Important Countryside Frontage policy as it provides a positive setting to the settlement; there are long views across the countryside from the road. The landowner would be willing to consider this parcel for an element of biodiversity net gain and open space with possible public access.

The northern area of the site is considered more suitable for development; however, the eastern parcel is less enclosed by existing vegetation and affords a higher level of visibility from the contextual landscape. We understand that development extent and density within this parcel would require careful consideration of possible visual impact. This may be mitigated by strategic tree planting.

The north west parcels, tucked in behind High Meadow, are well enclosed by existing vegetation and built form, the visibility of the fields is more constrained, and their contribution to the rural setting of the village is less evident.

Although the northern west parcels are the most developable, we would consider that the site as a whole should be brought forward in the Local Plan to provide the opportunity and space for appropriate landscape mitigation including tree planting, soft landscaping, biodiversity net gain features, and the possibility of increased public access within the landscaped areas.

Strategic Highways Impact

It has been noted that Highways impacts for the Local Plan were considered in consultation with Highways England (for the Strategic Road Network) and Cambridgeshire County Council (as the local highway authority).

We understand that work with Highways England (now named National Highways) led to an overall approach to assessing the impact of proposals on the strategic road network (M11, A11, A14, and A428). Based upon junction

capacity, a zonal approach was developed to consider the potential impact of sites according to which part of the strategic road network they were connected to.

The Councils collaborated with Highways England to agree an approach to assessing the impact of proposals on the strategic road network. This assessment was based upon the capacity of junctions, as these are the pinch points on the road network which causes traffic congestion. These zones are drawn around each junction on the strategic road network to reflect the catchment area or roads which feed into those junctions.

Each zone was assigned a Red, Amber, Green (RAG) score according to how the junctions perform in terms of their capacity to accommodate additional traffic.

Development proposals fall within these zones and are assessed according to the criteria attributed to their zone. This site falls within zone 8 and is therefore given a red flag and the wording - 'no capacity for growth'.

Zone 8 'M11 North' is one of two zones to have no capacity for growth, and to score a red flag. We understand that this does not rule out sites at this stage. However, to be acceptable in planning terms development proposals within these zones will need to demonstrate (through a Transport Assessment and Travel Plan) no net increase in vehicles trips on the strategic road network. This will be demonstrated using a 'trip budget'.

In response to the above very generalized approach to impact on the strategic highway network it should be noted that this site is strategically well located with good transport links into Cambridge. There are two busses which serve the village (no. 915 and no. 32). The site is on the A10 with links to Cambridge to the north and Royston to the south. The site is only 1.6 miles from the M11 with major links north and south. Within 25 minutes you can cycle into Cambridge from the site which is less than five miles away. Foxton and Great Shelford stations with regular trains into London are only two miles and 3.1 miles away respectively and can be cycled to within 10 and 20 minutes. We are aware that the Greater Cambridge Partnership is progressing the Melbourn Greenway which will make it easier for walkers and cyclists to travel between Melbourn and Cambridge; the route will go through Harston.

The village is also home to a Primary School, GP Surgery, Post Office, ATM machine, Community Facility and Public Houses.

Based on the above, this site must be given individual consideration as the council assessment methodology does specifically state that for general zone 8 individual sites should 'not be ruled out at this stage.'

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

Has the site boundary changed?

No

Yes

Are you submitting new accompanying evidence for the site?

No

Yes

Are you amending any of the other previous information provided?

No

Yes

Your ref no: WHBWCMHB

Declaration

[Open a read only view of the answers you have given \(this will open in a new window\)](#)

Please note: If you are using Internet Explorer as your browser, you will not be able to view your answers via the link above as this is not supported in Internet Explorer.

Declaration

I declare that the information I have provided on this form is accurate