

From: [REDACTED]
To: [LocalPlan \(GC\)](#)
Subject: Comment on HELAA Site Assessment – Land off Hinton Way and Mingle Lane, Great Shelford (Site Ref. OS216)
Date: 10 December 2021 12:31:59
Attachments: [image309328.png](#)
[image473589.png](#)

Dear Sir/Madam,

Please see below comments on the HELAA assessment for the site, which are submitted on behalf of [REDACTED]

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HELAA Site Assessment – Land off Hinton Way and Mingle Lane, Great Shelford (Site Ref. OS216)

The site mostly scored 'amber' for the majority of the suitability criteria, with a few 'green' scores, and the commentary identified how those identified constraints could be addressed. The one identified 'red' score for the sites relates to strategic highway impacts, however, the site is very accessible by sustainable modes of transport, providing alternative to the car for most journeys and an opportunity to reduce traffic impacts on the strategic highway network.

[REDACTED] comments on the findings of the site assessment are as follows:

- **Flood Risk:** It is noted that the site falls within Flood Zone 1, which means there is a low probability of flooding. A drainage strategy will be prepared for the promoted development to manage surface water drainage and ensure flood risk is not increased elsewhere.
- **Landscape and Townscape:** The assessment identifies landscape mitigation measures. The promoted development would include strategic landscaping on the northern and eastern boundaries and the setting back of dwellings from the village edge to address landscape and visual impacts. It should be noted that the route for the Cambridge South East Transport project is to the north east of the site, which once built will alter the character of the surrounding landscape and Green Belt, although it is noted that a landscape strategy will be prepared for the project to address landscape and visual impacts. It is suggested that the route for the Cambridge South East Transport project should also be taken into account in the site assessment. The promoted development would also include other landscaping, green infrastructure and open space that would assist with landscape and visual impacts.
- **Biodiversity and Geodiversity:** An ecological assessment would need to be undertaken. The existing trees and hedgerows at the site boundary would be retained. The promoted development would retain any ecological interest on the site and deliver ecological enhancements and green infrastructure.
- **Historic Environment:** The access to the site is within Stapleford Conservation Area. The Church of St Andrew (Grade II*) is located to the south east of the site. An assessment of the impact of development at the site on these heritage assets will need to be undertaken. As suggested in the site assessment, it would be possible to avoid harm to the setting of these heritage assets by careful design and layout and providing open space on the eastern boundary of the site.
- **Archaeology:** An archaeological assessment will need to be undertaken to determine whether any archaeological assets exist on site, and what if any mitigation measures are required to protect those assets.
- **Accessibility to Services and Facilities:** The assessment highlights the good accessibility from the site to the services and facilities within Stapleford and Great Shelford. It is the accessibility of the site by walking, cycling and public transport that supports an allocation for residential development.
- **Site Access:** There are existing accesses from the site on to Mingle Lane and Hinton Way, which will need to be upgraded to accommodate the promoted development. An assessment of the access arrangements will need to be undertaken to demonstrate that a safe access can be provided for the promoted development.
- **Transport and Roads:** Shelford Station is located close to the site. There are bus routes on Hinton Way, Mingle Lane, Station Road and Cambridge Road, all of which are close to the site. There are cycle routes through Stapleford and Great Shelford into Cambridge. The route for the proposed Cambridge South East Transport project is located to the north west of the site, and there are proposed stops at Hinton Way and Haverhill Road that would be within close proximity of the site. The site is already accessible by sustainable modes of transport, and there is scope for the proposed development to connect to future walking, cycling and public transport projects.
- **Strategic Highways Impact:** The site is very accessible by sustainable modes of transport including bus and rail in

terms of access to employment opportunities and to retail, leisure, and recreation facilities. As such, there are realistic alternatives to the car for most journeys from the site to reduce potential increases in traffic on the strategic highway network.

- Green Belt: The site is currently located within the Green Belt and comprises agricultural land. The promoted development would include additional landscaping to avoid impacts on the character of the area. It is noted that there are no villages to the north east of the site towards Babraham Road/A1307. The route for the proposed Cambridge South East Transport project, located to the north east of the site, should be taken into account in the assessment of harm to Green Belt purposes. The historic village centres for Great Shelford and Stapleford are separate, but development has already been built up to any boundary between the villages and it is only the railway line that separates the villages from one another; the villages have already merged regardless of whether the site is allocated for development. As such, it is considered that development at the site would have no adverse impact on the compactness or setting of Cambridge and it would not lead to the merging of villages. As set out in the representations to Policy S/DS: Development Strategy and Policy S/RSC: Village Allocations in the Rural Southern Cluster, exceptional circumstances exist to justify the release of additional land from the Green Belt at Stapleford, which relates to housing and affordable housing needs and connecting development to sustainable modes of transport. It is requested that the harm to the Green Belt not 'moderate high', but would be lower than this once the above factors have been taken into account.
- Available/Achievable: It should be noted that [REDACTED] has agreed the sale of the land to a housebuilder, which would ensure that the promoted development is deliverable.

It is requested that the above comments are taken into account when the site assessment is updated.

Can you please confirm receipt of these comments. Let me know if there are any questions.

Regards

Brian

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Associate

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