

**From:** [REDACTED]  
**To:** [LocalPlan \(GC\)](#)  
**Subject:** HELAA Site Assessment - Land at Crow Green, north-east of Caxton Gibbet (Site Ref. 56461)  
**Date:** 13 December 2021 14:12:26  
**Attachments:** [image909497.png](#)  
[image239807.png](#)

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Dear Sir/Madam,

I was unable to upload comments on the HELAA assessment for the above site. Please see below comments for the site on behalf of [REDACTED].

### **HELAA Site Assessment - Land at Crow Green, north-east of Caxton Gibbet (Site Ref. 56461)**

A Vision Document (prepared by Stephen George & Partners) was submitted with the representations at Issues & Options stage, which included initial commentary on technical matters associated with the promoted development e.g. landscape, ecology, drainage, highways etc. It is considered that the site assessment has not fully take into account the commentary on the technical matters contained in the Vision Document and in particular the proposed mitigation measures to address impacts. The Vision Document has been updated for this Preferred Options consultation stage.

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

- **Category of Settlement:** It is concluded in the assessment that the site is not within or adjacent to an existing settlement. The site is located on the opposite side of the A428 from Cambourne and the approved extension at Cambourne West. The promoted development would be well related to Cambourne and would include walking and cycling connections across the A428. It is requested that the commentary is updated to reflect the close proximity of the site to Cambourne.
- **Flood Risk:** An initial review of flood risk and drainage has been undertaken for the proposed development. The existing watercourses and ditches at the site would be retained and incorporated into the promoted development. The promoted development would include a sustainable drainage system with attenuation ponds to manage and retain surface water drainage within the site.
- **Landscape and Townscape:** The indicative development zones for the promoted development have been informed by an initial landscape assessment. The proposed buildings would not be located in the northern part of the site. The promoted development includes a substantial area of woodland planting at the northern part of the site, which would be consistent with the Western Gateway Multifunctional GI Corridors initiative for this area. The northern, eastern and western boundaries of the site would also include strategic landscape planting to address visual impacts of the promoted development. The existing trees and hedgerows at the site boundary would be retained and enhanced. In addition, the internal area of the promoted development would also include landscaping, including wildflower meadows in the northern and western parts of the site and green corridors along the main routes through the site. As a result of the proposed landscape strategy for the promoted development it is requested that the assessment score for landscape and townscape is changed to 'amber'.
- **Biodiversity and Geodiversity:** The existing woodland, trees and hedgerows at the site would be retained. The promoted development includes substantial areas of new woodland, strategic landscaping, attenuation ponds, wildflower meadows and green corridors, all of which would provide opportunities for biodiversity enhancement as part of the promoted development.
- **Historic Environment:** The listed assets within the vicinity of the site are 19<sup>th</sup> century cast iron mile posts, which would not be affected by the promoted development. It is agreed that the score for historic environment matters is 'green'.
- **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 promoted development is for employment uses only, and as such the distances to schools, healthcare services etc are not relevant or required for the proposed use. It also appears that some of the distances to services and facilities referred to in the assessment are not correct. For example, Cambourne Village College is less than 1km from the site. The site is adjacent to Cambourne which is defined as a Rural Centre, and the distance is less than 2km. The commentary on distances to public transport should also refer to the planned transport improvements in the local area including the Cambourne to Cambridge Better Public Transport project and East West Rail project including the proposed station at Cambourne, which the site

would be well-related to. In addition, the promoted development would include ancillary services and facilities e.g. food and drink facilities. It is requested that the assessment of accessibility to services and facilities is corrected, and the score is amended to 'green' or identified as 'not relevant for the proposed use'.

- **Site Access:** National Highways are bringing forward the proposed A428 Black Cat to Caxton Gibbet Improvements project, which involves a new dualled section of the road and junction improvements. A new junction will be provided at Caxton Gibbet with a new bridge over the A428. The main vehicular access into the promoted development would be from a new roundabout on the A1198. A secondary access could be provided at the south eastern part of the site from St Neots Road.
- **Transport and Roads:** As set out above, National Highways are bringing forward the proposed A428 Black Cat to Caxton Gibbet Improvements project. A Development Consent Order application has been submitted and the inquiry process is ongoing. There are a number of significant benefits associated with the project, and it is very likely to be give consent and be constructed. It is not clear why the assessment includes a request to assess the transport impacts of the promoted development without the A428 project improvements. The location of the site provides an opportunity to provide alternatives to the car for journeys to the promoted development and encourage the use of sustainable modes of transport. The site would be well related to Cambourne and the proposed developments at Cambourne West and Bourne Airfeld, and there is an opportunity for current and future residents to access the jobs provided within the promoted development and close to where they live; making it more likely that employees would walk or cycle to work. The Cambourne to Cambridge Better Public Transport project being delivered by the Greater Cambridge Partnership is a proposed as a high quality public transport corridor on the A428 corridor; the initial route stops at Cambourne but in the future it is likely to connect to the proposed West Cambourne Development and onto St Neots, but could also connect into the promoted development site. Greater Cambridge Partnership has also proposed a Making Connections project that identifies St Neots/St Neots East and Cambourne/Cambourne West as transport hubs for improved bus routes along the A428 corridor, which would provide options for bus travel to the promoted development. The proposed A428 Black Cat to Caxton Gibbet Improvements project should provide additional capacity on de-trunked section of the A428 between St Neots and Cambourne making bus journeys more reliable. The site would also be well-related to the preferred routes for the proposed East West Rail project including the proposed station at Cambourne, which would provide an option for rail travel to the promoted development. The pedestrian and cycle access to the promoted development would be provided by the new bridge over the A428 (connection to proposed Cambourne West development) and via the existing bridge over the A428 at Cambourne Road/St Neots Road (connection to existing Cambourne). New footways and cycleways would need to be provided to Cambourne and Papworth Everard from the promoted development. Therefore, walking, cycling and public transport options would be available once the proposed and planned projects in the A428 corridor are delivered, providing realistic options for sustainable travel to and from the promoted development.
- **Noise:** It should be noted that adverse noise impacts are less of an issue for employment development. It is anticipated that a noise assessment would be undertaken for the promoted development to ensure that on site activities do not create noise and disturbance for residents.
- **Strategic Highways Impact:** As set out above, there are planned transport improvements in the A428 corridor, for both the highway network and public transport provision. The promoted development includes strategic logistics. There are proposed and planned improvements to bus and rail services, and the proposed development would connect with Cambourne, St Neots and Cambridge by public transport. An assessment of the impact of the promoted development on the strategic highway network will need to be undertaken, but the planned and proposed transport improvements should enable any significant impacts to be managed.

It is requested that the assessment of the site is amended to reflect the above comments.

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

Thanks.

Regards

Brian

**Brian Flynn MRTPI**  
Associate

# Carter Jonas

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