

## **HELAA Site Assessment – Land off Hinton Way, Stapleford (Site Ref. 40369)**

█ comments and suggested amendments to the site assessment are as follows:

- **Landscape and Townscape:** The promoted development would include strategic landscaping on the north eastern and south eastern boundaries to address landscape impacts. It is noted that strategic landscaping is identified as a mitigation measure for the adjacent preferred allocation, and a similar approach could be applied to this site. The site capacity could be reduced, as suggested in the site assessment, to address landscape impacts and provide a boundary that is consistent with the adjacent allocation. 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 be taken into account in the site assessment, and any decision as to whether the site should be allocated.
- **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, and the Church of St Andrew (Grade II\*) and the White House (Grade II) are located immediately adjacent to the south of the site. An assessment of the impact of development at the site on these heritage assets will need to be undertaken. It would be possible to avoid harm to the setting of these listed buildings, for example by retaining a green corridor within the setting or locating development in the northern part 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. It is requested that the score is amended from 'red' to 'amber'.
- **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.
- **Air Quality:** There is no designated AQMA in this part of South Cambridgeshire.
- **Strategic Highways Impact:** The good accessibility of the site by sustainable modes of transport provides an opportunity for residents to avoid the use of a car to access services and facilities,

employment opportunities and leisure activities, and reduce traffic impacts from the promoted development.

- 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 Cambridge South East Transport project should be taken into account in the assessment of harm to Green Belt purposes, and any decision as to whether the site should be allocated. 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 site assessment is revised taking into account these comments.