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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

Title (optional)

Pronoun (optional)

First name

Kimberley

Surname

Brown

Name of organisation (if applicable) (optional)

Carter Jonas on behalf of Bloor Homes Eastern

Address line 1 (optional)

Address line 2 (optional)

Address line 3 (optional)

Address line 4 (optional)

Postcode (optional)

Daytime telephone number

[REDACTED]

Email

[REDACTED]

Please indicate your status

Landowner

Developer

Land agent

Registered provider

Planning consultant

Other

Landowner contact details

[Redacted contact details]

Is there more than 1 landowner?

No

Yes

If there is more than 1 landowner, please upload a Word file containing the landowner details below

[Upload File\(s\)](#)

call
for
sites
response

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

40439

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

Bloor Homes Eastern's comments and suggested amendment for the site assessment in the HELAA are as follows:

Site area: The land being promoted for development has a site area of 9.24ha.

Proposed housing units: The number of dwellings being promoted is 160.

Landscape and Townscape: In terms of Landscape and Townscape the HELAA (2021) notes:

'Development upon this site would have a significant adverse impact to the landscape character, views and visual amenity. It would be an encroachment into the landscape and an urbanisation of the rural countryside. Wide, local and amenity views are high due to undulating nature of topography and lack of gappy intervening vegetation. Even with a reduction in residential numbers with landscape mitigation measures the harm would still be adverse, permanent, and incongruous with the rural landscape.'

CSA Environmental have been involved in the masterplanning and landscape design of the proposals for this Site since 2012. They have visited it on several occasions over the years, both during the summer and winter months, and assessed the landscape and visual impacts of various iterations of the development proposals.

The latest proposals were considered within the LVIA which was submitted as part of the Call for Sites in 2020 (document number: CSA/2571/10, update in November 2021 to Revision A). This assessment found that the Site was not covered by any statutory or non-statutory designations for landscape, ecological or heritage character or quality.

The Site comprises part of a larger arable field, with further arable fields occurring to the north and east of the Site. The Site is ordinary in character, and similar to the arable fields further north and east. The LVIA assessed the Site as being of medium landscape quality and value.

The Site was assessed as being of medium to high landscape sensitivity, however, a sensitively designed scheme which incorporates well-considered landscape mitigation, is capable of being accommodated at the Site without resulting in significant landscape or visual harm.

The LVIA included a landscape-led Concept Masterplan, to show how the proposed development at the Site can be brought forward in a manner which places the protection of the landscape and townscape character of the area at the heart of the design principles. It was accompanied by a Landscape Principles plan, which illustrated how development could be accommodated at the Site, and how visual impacts could be minimised, to ensure the new homes become assimilated into the wider landscape.

Based on these two plans, the LVIA found that the new development would be well related to the existing north

eastern settlement edge of Papworth Everard, and the proposed woodland boundaries would reflect the characteristic woodland belts which occur between the residential areas to the west of the Site. The woodland boundaries will also replicate the existing settlement edge between the village and the adjoining countryside. The views which are currently available from Ridgeway will be curtailed, however, new opportunities for views will be incorporated within the scheme, thereby transposing these views to the new settlement edge.

While the views from the public footpaths on and adjacent to the Site will change, the scheme has been designed to minimise the effects on the views, with the open views to the north and east retained for the most part. The proposed woodland boundary will, as it matures, also filter and screen views of the new homes from the majority of these footpaths.

The location of the proposed development on the higher land around Papworth Everard, and the low-lying landscape to the north east, mean that the new development will be partially visible in views from the north and east. However, for the most part, these views will be available to users of the roads (which mostly don't have footways) and will be glimpsed views as part of wider views of the surrounding area. In addition, upon approaching Papworth Everard from the north and north east, the settlement is already visible, and the proposed development at the Site will not materially change the landscape or visual character of the approach into the settlement.

The Concept Masterplan recognises the potential for these views, and the layout and landscaping have been specifically designed to limit the visibility of the proposed built development, to break up the mass of the roofscape which will be visible, and to create a layered view with rooftops alternating with vegetation – all these measures will ensure that, while the new homes will be partly visible, they will be seen as an integrated part of the existing settlement edge which is also partially visible in these views. While the visual effects will initially be high, these will reduce as the proposed planting matures, and at 15 years after planting of the woodland, the proposed development will be wholly integrated within the surrounding landscape and townscape.

The scheme includes new community facilities, recreational routes and play areas, areas of open space, and large areas for habitat creation and ecological enhancements. While part of the arable field will be lost, there will be benefits in terms of the landscape structure and diversity on the Site, as well as recreational and ecological benefits.

It should also be noted that the agricultural land within the site boundary has been assessed as Subgrade 3b quality. Therefore no 'Best and Most Versatile Land' would be affected by the development proposals.

As noted in the HELAA, it is acknowledged that the character of the Site itself would significantly change, however, that is the case in any green field development. The proposed development can be designed to be reflective of the surrounding landscape/townscape character, in order to ensure that the new development does not appear incongruous within the surrounding or wider landscape. Development here would be well connected to the adjoining settlement edge which bounds the Site to the west, and will appear as an extension to the settlement, as opposed to an incongruous development within the countryside, as alleged within the HELAA.

Overall, the proposed scheme, in line with the Concept Masterplan, can be accommodated at the Site without significant effects on the wider landscape or townscape, and while ensuring that the new development is well integrated with the existing settlement form of Papworth Everard.

Site Access: The proposed site has a direct link to the Ridgeway which is adopted public highway. Ridgeway connects to Wood Lane and the wider highway network. A secondary emergency vehicle only access is also proposed on the Ridgeway. Both are shown within the MLM Transport Statement of April 2018 (ref: 619410-MLM-

ZZ-XX-RP-TP-0001-R04) that was submitted as part of planning application S/1783/18.

The vehicle access strategy has been agreed with Cambridgeshire County Council as Highway Authority.

Based on the above, Sweco's modified RAG assessment for 'Site Access' is Green.

Transport and Roads: The scope of the highway assessment was previously agreed with Cambridgeshire County Council (CCC) as part of MLM's previous Transport Statement dated April 2018. The position agreed with CCC as part of this Transport Statement was that the results of the earlier transport modelling work undertaken in support of the 2015 planning application remain valid. In summary, following capacity assessment of off-site junctions, it was agreed with CCC that there would not be a significant traffic impact at off-site junctions as a result of the proposed development and 'No Objection' was raised by CCC on transport grounds.

The transport modal share sourced from the 2011 Census included within the approved Framework Residential Travel Plan dated April 2018 is as follows: Car Driver: 76%; Car Passenger: 4%; Rail: 4%; Underground / Metro: 0%; Bus: 3%; Motorcycle: 1%; Taxi: 0%; Walk: 10%; Cycle: 2%; Other: 0%.

The package of transport infrastructure improvements agreed with CCC as part of the 2015 Transport Statement is summarised below – refer to Section 5 of the TS for more detail: Improvements to existing Public Rights of Way both on and off site; Improvements to the Papworth to Caxton Gibbet Roundabout Cycle Route; Improvements to local pedestrian facilities; Improvements to the existing bus service X3; Provision of real time information at the Wood Lane / Ermine Street junction bus stop; Complimentary six month bus ticket for every household; Residential Travel Plan.

Mass transit solutions were not discussed or agreed with CCC as being necessary as part of agreed transport planning work undertaken previously.

Regarding accidents, a post-application Technical Note (ref: 619410-MLM-ZZ-XX-RP-TP-0004-R01) prepared by MLM in July 2018 included an assessment of accident data from the most recent available 60 month period up to October 2017 sourced from CCC. It was subsequently agreed with CCC that the conclusions drawn from the 2015 TA remained valid – which was that there is no recognisable pattern of accidents that could be exacerbated by the proposed development nor is there any pattern that could affect the safety of vulnerable road users. We are able to review the conclusions agreed previously by undertaking an assessment of up-to-date road traffic accident data from a more recent time period prior to the start of the Covid-19 pandemic.

Has the site boundary changed?

No

Yes

Are you submitting new accompanying evidence for the site?

No

Yes

What theme or themes best describe the accompanying evidence you are providing?

- Landscape and ecology
- Heritage and archaeology
- Transport and highways
- Environmental health
- Planning submission status
- None of the above

New accompanying evidence upload

Please upload any accompanying evidence as a .PDF, .doc or .jpg.

Upload File(s)

[2571_146_A_Development](#)

[Principles](#)

[Plan.PDF](#)

[2571_145_](#)

[A](#)

[Concept](#)

[Masterplan.PDF](#)

[65204823-](#)

[SWE-](#)

[ZZ-](#)

[XX-](#)

[RP-](#)

[TP-](#)

[0001-](#)

[R02-](#)

[TN-](#)

[Techincal](#)

[Note.pdf](#)

Are you amending any of the other previous information provided?

No

Yes

Your ref no: WPVQXZMD

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