

J25 Bar Hill (Call for Sites ref.40248)- HELAA Site Assessment March 2025

HELAA Topic (2021)	GC HELAA RAG (2021)	Lolworth Development Limited HELAA RAG (2025)
Adopted DP Policies		Site is located c.400m from the settlement of Bar Hill, on the north side of the new Junction 25 of the A14. Situated outside the SCLP (2018) Development Framework (Policy S/7) and the Green Belt (Policy S/4). Amber score is consistent with Greater Cambridge's scoring of similar nearby sites.
Flood Risk		<p>Based on the current EA flood maps 94.77% of the site is within Flood Zone 1 with 4.73% in Flood Zone 3 and 0.5% in Flood Zone 2.</p> <p>Flood modelling specialists RSK have undertaken site specific hydraulic modelling which demonstrated that Flood Zones 3 (0.44%) and 2 (2.72%) are significantly smaller than that shown on the EA flood maps. This work has not yet been verified by the EA.</p> <p>In both the EA and RSK flood modelling, the flood zones are concentrated along Oakington Brook. MJM (LDL's Engineers) confirm that it will be a straightforward matter to design the development layout so that the agreed flood zones are either avoided entirely or are not adversely impacted.</p>
Landscape and Townscape		<p>The Greater Cambridge Landscape Character Assessment (Feb 2021) identifies landscape as relatively poorer/weaker (in terms of Condition and Character) on the A14 northern side. Land to the South of the A14 has relatively greater landform variation and higher ground.</p> <p>The area east of J25 and north of the A14 is the most suitable part of Greater Cambridge (beyond the Green Belt) study area within which to assimilate new development. Area is of no greater landscape or visual sensitivity (to future development) than any other parts of the study area. Without mitigation the HELAA Assessment score should be amber. With mitigation measures such as landscaping, it is considered the HELAA Assessment score could be green.</p>
Biodiversity and Geodiversity		No sites of nature conservation importance within 5km. There are some protected species records that fall within the site but no Priority Habitats. 20+% BNG possible
Open Space/ Green Infrastructure		No Technical Report has been prepared as Greater Cambridge Assessment score was green.
Historic Environment		No heritage assets within site. A Grade II milestone is located within 1km to SW. Within wider buffer zone of 1-2km there are 33 designated assets. Any potential impact on setting can be mitigated via landscape design.

Archaeology		There are known non-designated heritage assets within the eastern third of the site and potential for further unknown remains elsewhere. None preclude site allocation.
Accessibility to Services and facilities		HELAA assessment criteria (2021) was targeted at residential sites; not employment ones. Against employment criteria, the site would perform well given the site's proximity to existing and new communities (i.e. Bar Hill, Northstowe, Cambourne, Darwin Green, Eddington and Cambridge), connectivity to cycle and public transport networks (including the now constructed Bar Hill cycle/foot bridge and cycle/footpath link to Northstowe) and the excellent access to the Strategic Road Network.
Site Access		Discussions with Cambridgeshire County Council have led to the principle of the primary site access junction being agreed. There are no significant constraints to overcome in order to achieve access. Away from the main site access, routes for Active Travel are in place with access to the site readily achievable. As such it is considered that Access by all means is possible. Accordingly, a Green score is appropriate.
Transport and Roads		<p>Employment development on the site, assuming full development of Northstowe, can proceed with relatively modest additional highway improvements, deliverable without third party land. Sustainable transport links are available and the network of Active Travel to nearby residential areas in Northstowe, Bar Hill and Cambridge is excellent. It is considered that without mitigation measures an Amber score is appropriate.</p> <p>It is considered that any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated. When accounting for these mitigation measures, a Green score is appropriate.</p>
Noise, Vibration, Odour and Light Pollution		A baseline noise survey has been undertaken by Sharps Redmore. Existing noise levels are characterised by road traffic on the A14 and local road network. In terms of operational noise, the key impacts from employment and logistics uses would be noise from fixed mechanical plant serving the units, service yard activity and noise break-out from units. Operational vibration is not considered, as this will have no impact. Sharps Redmore therefore conclude that the assessment score should be Green.
Air Quality		Site is partially within AQMA, however, SCDC's monitoring data shows pollutant concentrations have been below relevant AQO's (less than 40µg/m ³ of NO ₂ and PM ₁₀) since 2014 and the AQMA is intended to be revoked. Further observations by DEFRA shows pollutant concentrations well below AQOS (9.7-11.4µg/m ³ NO ₂ and 17.1-18.3µg/m ³ of PM ₁₀).
Contamination		Series of investigations of the site have already been carried out which conclusively show no presence of contamination and suitable ground stability.
Strategic Highways Network		Previous HELAA assessment undertaken prior to the completion of the A14 improvement works. Capacity for growth on the Strategic Highways Network, following the A14 improvements, is capable of accommodating full employment development of the J25 Bar Hill site.