

Table 4: Land to the north and east of Barrington Road, Foxton (Ref: 40412)

Site Assessment		New RAG Rating
Flood Risk	<p>The HELAA states that the entire site is located in Flood Zone 1 (lowest risk of flooding) and 4% of the site is subject to a 1 in 1,000-year surface water flooding event.</p> <p>Suitable mitigation can be incorporated within any subsequent scheme in the form of an effective sustainable drainage system. Given the area at risk of surface water flooding is relatively small, it is considered that an amber RAG rating is unjustified.</p>	
Landscape & Townscape	<p>The HELAA outlines that development on this site would have a significant adverse impact on the landscape character and lead to an urbanisation impact on the countryside and not respect the rural landscape characteristics.</p> <p>A Landscape Visual Appraisal (LVA) supports these representations, and confirms that, subject to adopting a sensitive landscape led approach to design, the landscape and visual impact of developing the land would be limited and that this limited local impact would be to some extent mitigated by the retention of mature vegetation and the existing residential development which screen the site.</p>	
Biodiversity and Geodiversity	<p>The HELAA notes that new housing development will require an assessment of the potential visitor pressure on the nearby SSSI. However, any impact on SSSI sites such as Fowlmere Watercress Beds can be mitigated through making financial contributions.</p> <p>The HELAA also notes that there are no apparent priority habitats within the site, and the onsite grasslands and hedgerows are likely to provide some ecological merit.</p> <p>An Ecological Assessment will support any future new development on this site to ensure suitable mitigations and 10% biodiversity net gains can be achieved.</p>	
Site Access	<p>The HELAA assessment concludes that there are potential access constraints but concedes that these could be overcome through a future</p>	

	<p>development. As such, it is deemed that the orange RAG rating was an error.</p> <p>A safe and robust pedestrian and vehicular access can be delivered off Barrington Road, to the west. There is potential to provide a secondary pedestrian and cycle access to the south off Barrington Road.</p>	
Transport and Roads	<p>The HELAA assigns an orange RAG rating despite stating that the site is on a sustainable travel corridor which links to Foxtton Station and the Melbourn Greenway. Any subsequent planning submission will promote sustainable modes of transport in the vicinity, which includes Foxtton Railway Station.</p> <p>The HELAA also outlines that any potential impact on the functioning of trunk roads and/or local roads should be reasonably mitigated. Given the scale of the development and the site's proximity to the A10, bus services, and railway station, any increase in traffic flows arising from the scheme would not be to a level where they would have a significant negative impact on the network.</p> <p>In light of this assessment, it can only be concluded that the amber RAG rating is an error. This rating should be green.</p>	
Noise, Vibration, Odour and Light Pollution	<p>The HELAA states that "<i>The site is capable of being developed to provide healthy internal and external environments in regard to noise / vibration/ odour/ Light Pollution after careful site layout, design and mitigation.</i>"</p> <p>Consequently, it should be concluded that a green rating is more appropriate.</p>	
Contamination and Ground Stability	<p>The HELAA states that the site has potential for historic contamination and could simply be mitigated against through conditions. Consequently, a green rating would be more appropriate.</p>	
Overall Suitability		

Table 5: Land to the south-east of Cambridge Road, Foxtton (Ref: 40408)

Site Assessment		New RAG Rating
Flood Risk	<p>The HELAA states that the entire site is located in Flood Zone 1 (lowest risk of flooding) and 5% of the site is subject to a 1 in 1,000-year surface water flooding event.</p>	

	<p>Suitable mitigation can be incorporated within any subsequent scheme in the form of an effective sustainable drainage system. Given the area at risk of surface water flooding is relatively small, it is considered that an amber RAG rating is unjustified.</p>	
Landscape & Townscape	<p>The HELAA outlines that development on this site would have a significant adverse impact on the landscape character and lead to an urbanisation impact on the countryside and not respect the rural landscape characteristics.</p> <p>An LVA supports these representations, and confirms that, subject to adopting a sensitive landscape led approach to design, the landscape and visual impact of developing the land would be limited and that this limited local impact would be to some extent mitigated by the retention of mature vegetation and the existing commercial development and rail infrastructure which screen the site.</p>	
Biodiversity and Geodiversity	<p>The HELAA notes that "<i>new housing development will require an assessment of the potential visitor pressure on the nearby SSSI.</i>" However, this assessment is an error as the site is promoted for mixed-use employment land.</p> <p>The HELAA also notes that there are no apparent priority habitats within the site, and the onsite grasslands and hedgerows are likely to provide some ecological merit. An Ecological Assessment will support any future new development on this site to ensure suitable mitigations and 10% biodiversity net gains can be achieved.</p>	
Archaeology	<p>The HELAA provides an amber rating on the basis that "<i>ring ditches of Bronze Age date and Iron Age - Roman settlement recorded in the area</i>". However, there is no specific evidence that the ring ditches extend onto the site. A 'green' RAG rating is considered more appropriate, as in most cases, such archaeological work could be conditioned prior to development commencing on site.</p>	
Site Access	<p>The HELAA assessment concludes that there are potential access constraints but concedes that these could be overcome through a future development. As such, it is deemed that the orange RAG rating was an error.</p>	

<p>Transport and Roads</p>	<p>The HELAA assigns an orange RAG rating despite stating that the site is on a sustainable travel corridor which links to Foxtton Station and the Melbourn Greenway. Any subsequent planning submission will promote sustainable modes of transport in the vicinity, which includes the potential new travel hub located at Foxtton Station.</p> <p>The HELAA also outlines that any potential impact on the functioning of trunk roads and/or local roads should be reasonably mitigated. Given the scale of the development and the site's proximity to the A10, bus services and railway station it is considered that any increase in traffic flows arising from the scheme in the centre of Foxtton at peak times would not be to a level where they would have a significant negative impact on the network.</p> <p>In light of this assessment, it can only be concluded that the amber RAG rating is an error. This rating should be green.</p>	
<p>Noise, Vibration, Odour and Light Pollution</p>	<p>The HELAA states that <i>"The site is capable of being developed to provide healthy internal and external environments in regard to noise / vibration/ odour/ Light Pollution after careful site layout, design and mitigation."</i></p> <p>Consequently, it should be concluded that a green rating is more appropriate.</p>	
<p>Contamination and Ground Stability</p>	<p>The HELAA states that the site has potential for historic contamination and could simply be mitigated against through conditions. Consequently, a green rating would be more appropriate.</p>	
<p>Overall Suitability</p>		