

From: [REDACTED]
To: [LocalPlan \(GC\)](#)
Subject: Comments on HELAA Site Assessment – Land off Elbourn Way (Site Ref. 40227)
Date: 11 December 2021 12:49:20
Attachments: [image524244.png](#)
[image797411.png](#)
[Land off Elbourn Way Bassingbourn - Preliminary LVA TLP-2021-12-10.PDF](#)

Dear Sir/Madam,

I have not been able to upload comments to the HELAA sites. Please see below comments on behalf of [REDACTED] to the above site off Elbourn Way in Bassingbourn. A Preliminary Landscape and Visual Appraisal is attached to these representations.

HELAA Site Assessment – Land off Elbourn Way (Site Ref. 40227)

A Vision Document including a Masterplan Concept was submitted with the call for sites response to explain the design and layout of the promoted development. A number of technical reports have been prepared for the promoted development, which were submitted with the call for sites response.

[REDACTED] comments and suggested amendment for the site assessment in the HELAA are as follows:

- The assessment has not taken into account the promoted development as described in the submitted Vision Document, and in particular the location of built development areas, no development on flood risk areas, proposed improvements to the existing allotments, retention and enhancement of areas of ecological interest, retention and management of existing woodland, and a vehicular access from Elbourn Way.
- Flood Risk: The land within Flood Zone 3 (high risk) is shown around perimeter of the western part of the site, and along the existing drain/ditch. The proposed areas of built development would all be located with Flood Zone 1. The proposed development would include an appropriate drainage strategy to manage surface water drainage. It is requested that the score for the site is amended to 'amber'.
- Landscape and Townscape: A Preliminary Landscape & Visual Appraisal (prepared by The Landscape Partnership) is submitted with these representations to address the comments in the assessment. The western part of the site is bound by established planting and so is well contained and has a strong association with the edge of the village. The eastern part of the site comprises an arable field and is more open. There are public footpaths into and through the western part of the site. The promoted development would include a strong green and defensible edge to the eastern edge of the village comprising woodland or native hedges with hedgerow standard trees. The new planting on the new eastern edge to this part of the village would help integrate the promoted development into the surrounding vegetation structure and landscape. The generous planting proposed at the site would also serve to soften views to the obtrusive Elbourn Way development and help, retrospectively, to assimilate it into the landscape. It is concluded in the Preliminary Appraisal that development at the site would result in some adverse effects on landscape character, it is considered that an assessment of 'red', which equates to "Development of the site would have a significant negative impact which cannot be mitigated", is not reflective of the effectiveness of the mitigation measures that would be an integral part of any development at the site. On balance, a more appropriate judgement would be 'amber', which equates to development that would have "a detrimental impact which could be satisfactorily mitigated". It is considered that the identified mitigation measures would address landscape and townscape matters. It is requested that the score for landscape and townscape is changed to 'amber'.
- Biodiversity and Geodiversity: The existing areas of ecological interest on the site would be retained. The existing area of woodland would be retained and managed. The promoted development will seek to retain ecological features on the site and provide ecological enhancement.
- Historic Environment: The site is partially located within the Bassingbourn Conservation Area and there are a number of built heritage assets located to the west of the site which comprise the Church of St Peter & St Paul (Grade I), Manor Farmhouse (Grade II), Church Farmhouse (Grade II). There is intervisibility between the site and these built heritage assets. The Initial Heritage Appraisal undertaken of the site concluded that the heritage assets are not likely to be a constraint provided appropriate mitigation measures are incorporated into the promoted development. The finding of the assessment that design and layout of the promoted development could address any impacts on heritage assets is agreed.
- Archaeology: The site is known to contain former Post-Medieval allotment remains and a former Second World War air raid shelter, and within the vicinity of the site there is known Prehistoric, Roman, Saxon and Medieval activity. The Initial Archaeological Appraisal undertaken of the site concluded that it is highly unlikely that

archaeological remains would be a constraint to the promoted development. An archaeological assessment will need to be undertaken to determine the extent of any archaeological assets that exist on site, and what if any mitigation measures are required to protect those assets.

- **Site Access:** The existing access to the site is via a track from North End, which is not suitable for the promoted development. The existing access would be retained as an emergency and pedestrian access only. A new vehicular access from Elbourn Way would be provided for the promoted development comprising a 5.5m wide carriageway and 2m footways - see Site Access Arrangement Plan (Dwg No. SK103) submitted with call for sites response. It is requested that the score is amended to 'amber'.
- **Transport and Roads:** The findings of the assessment that the impact of the promoted development on the highway network could be mitigated is agreed. Bassingbourn is on existing bus routes, with regular services to Royston and a limited service to Cambridge. The Greater Cambridge Partnership's Making Connections project proposes a more frequent rural bus service for Bassingbourn, with better bus connections to the railway stations at Royston, Meldreth and to the proposed travel hub at Foxton. Bassingbourn will in the future be better served by public transport, with bus services connecting the village to train stations, and providing residents with realistic alternatives to the car for some journeys including for access to employment opportunities. The Making Connections project will improve the sustainability of Bassingbourn in terms of transport.

Can you please confirm receipt of these representations. Let me know if you have any questions.

Regards

Brian

Classification L2 - Business Data

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