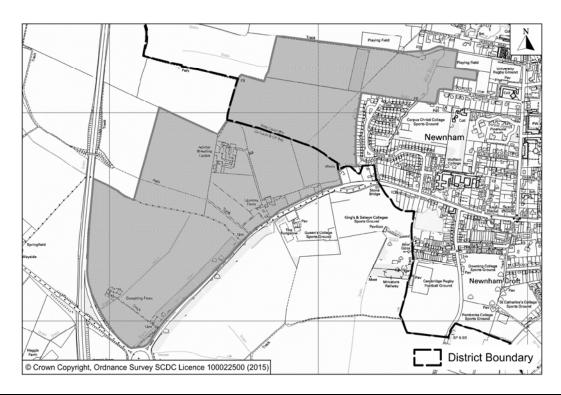
Site Information	
Development Sequence	Edge of Cambridge (Broad Location 2)
Site reference number(s): CCSC1001	

Consultation Reference numbers: N/A

Site name/address: Land north of Barton Road (Developer Proposal)

Map:



Site description: The site lies to the north of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east and the M11 and its slip road and Coton Road lie to the west. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm, and recreation grounds on the north eastern part of the land south of Barton Road. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.

Current use(s): Agricultural.

Proposed use(s): Approximately 1,500 dwellings, supported by a Local Centre, school, open space (including relocated sports pitches for colleges), green infrastructure, cycle and footpath links to surrounding area; and access roads.

Site size (ha): South Cambridgeshire: 164.11 ha. (total for whole sites) Cambridge: 156.96 ha (total for whole sites)

NOTE: The site is smaller than the totality of all of the 4 sites combined, as only parts of some sites are included.

Potential residential capacity: 1,500 dwellings

LAND			
PDL	Would development make use of previously developed land?	RED = Not on PDL	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	GREEN = Neutral. Development would affect grade 1 and 2 land. Majority of site on Grade 3 land with a samount of urban land and Grade 2 land	mall
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated safeguarded area. The adopted Core Strategy, Policy CS1 identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in form of land and/or capital payments. To outstanding infrastructure deficit for an I must be addressed, such infrastructure strategic priority in the NPPF.	6, g s the his HRC
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollut or development could impact on air qua significant adverse impacts Air quality issues – Less than 1,000m fr the M11. There is a potential for signific increases in traffic emissions and static emissions that could affect local air qua especially within Cambridge City. Exten and detailed air quality assessments, in with local policy and in liaison with Cambridge City Council, will be required assess the impact of such a developme pre-application stage.	om ant lity, sive line d to
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, or A14 Site less than 1,000 metres from M11. A air quality assessment is essential	
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a	AMBER = Adverse impacts capable of adequate mitigation Noise impacts - The west of the site botthe M11 including M11 junction 12 / Bar	

	1	B
Contamination	receptor or generator (including compatibility with neighbouring uses)? Is there possible contamination on the site?	Road roundabout and Barton Road intersects the site. There are high levels of ambient / diffuse traffic noise and other noise sources include Laundry Farm and the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Site similar to North West Cambridge and at least half the site nearest M11 and to lesser distance from Barton Road either side is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. In mitigation, proposers indicative masterpolan includes separation of residential development form the Motorway. Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk. AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve
Contamination	contamination on	AMBER = Site partially within or adjacent to an area with a history of contamination, or
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation

BIODIVERSITY	<u> </u>	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation The hedgerows to the east of the M11 are designated as a County Wildlife Site.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broadleaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required. With careful design it should be possible to mitigate any impact on the natural environment.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	AMBER = Any adverse impact on protected trees capable of appropriate mitigation There are two groups of protected trees near the M11 slip road in the western part of the site, and a group along the southern boundary of the site.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to	GREEN = Development could deliver significant new green infrastructure Promoters indicative masterplan indicates 72ha of public open space and new habitat.

	green		
LANDSCADE	infrastructure?	III TUDAL LI	EDITACE
Landscape	TOWNSCAPE AND C Will it maintain and enhance the diversity and distinctiveness of landscape character?	ULTURAL HI	RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact. The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge. There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact) Development of this site would have a severe negative impact on the purposes of Green Belt. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 3) plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11.

of the city edge with the A14 to the north of Cambridge, Views towards Cambridge from the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is located on the route of a Roman road			This is in sharp contrast to the relationship
the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from
landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation areas. The site is			•
foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			and characteristic available, with the rural
exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation ARBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			· · · · · · · · · · · · · · · · · · ·
higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings, and there is no impact to the setting of such buildings, within the West Cambridge Conservation area. The site is			
it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation areas. The site is			
this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation areas. The site is			It is unlikely that any development within
Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Site does not contain or adjoin listed buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Site does not contain or adjoin listed buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			•
characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			· · · · · · · · · · · · · · · · · · ·
along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation area. The site is			•
relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Breatures within the distinctive townscape within the West Cambridge Conservation area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			• • • • • • • • • • • • • • • • • • • •
within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, within the Setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			·
Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Belt release should be contemplated in this sector. AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			·
Countryside to the historic core. No Green Belt release should be contemplated in this sector. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Belt release should be contemplated in this sector. AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			<u> </u>
Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Sector.			
Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, Will it protect or enhance sites, with potential for negative within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			•
enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings,	Horitago	Will it protect or	
features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, buildings, and features, with potential for negative impacts capable of appropriate mitigation Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is	пенкаде	•	-
archaeological, or cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is		·	
cultural interest (including conservation areas, listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is		•	impacts capable of appropriate mitigation
(including conservation areas, listed buildings, buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is		•	Site does not contain or adjain listed
conservation areas, listed buildings, setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is			
buildings, Cambridge Conservation area. The site is		`	·
			Barton Road, lies within the West
registered parks located on the route of a Roman road		•	
and gardens and running south west from Cambridge.		-	
scheduled		•	5 · · · · · · · · · · · · · · · ·
monuments)? Previous fieldwork in the area has		monuments)?	
confirmed the survival of significant remains of late prehistoric date. Further information			_
would be necessary in advance of any			•
planning application for this site.			
Results of pre-determination evaluation to			Results of pre-determination evaluation to
be submitted with any planning application			,
to inform a planning decision. CLIMATE CHANGE	CLIMATE CHAN	NGE	to morm a planning decision.
Renewables Will it support the AMBER = Standard requirements for			AMBER = Standard requirements for

	use of renewable	renewables would apply
Florida:	energy resources?	AMPED Flood Zero C. / L
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
		Could provide a positive flood risk benefit for Bin Brook if undertaken in right way. Promoters indicative masterplan proposes to only place water compatible uses in areas identified in Flood Zones 2 & 3 on Barton Road frontage.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	·
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance:	How far is the site	G = <400m
District or Local Centre	from the nearest District or Local centre?	Local centre proposed on-site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	A = 400 - 800m Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Key Local Facilities	Will it improve quality and range of key local	GREEN = New local facilities or improved existing facilities are proposed of significant benefit

services and	
facilities including	
health, education	
and leisure (shops,	
post offices, pubs	
etc?)	
Community Will it encourage GREEN = Development would not lead	l to
Facilities and enable the loss of any community facilities or	
engagement in replacement /appropriate mitigation po	ssible
community	
activities?	
Integration How well would the GREEN = Good scope for integration v	vith
with Existing development on existing communities / of sufficient scale	le to
Communities the site integrate create a new community.	
with existing	
communities?	
ECONOMY	
Deprivation Does it address AMBER = Not within or adjacent to the	40%
(Cambridge) pockets of income most deprived Super Output Areas with	
and employment Cambridge according to the Index of	
deprivation Multiple Deprivation 2010.	
particularly in	
Abbey Ward and	
Kings Hedges?	
Would allocation	
result in	
development in	
deprived wards of	
Cambridge?	
Shopping Will it protect the GREEN = No effect or would support the	ne
shopping vitality and viability of existing centres	
hierarchy,	
supporting the	
vitality and viability	
of Cambridge,	
town, district and	
local centres?	
Employment - How far is the GREEN = <1km or allocation is for or	
Accessibility nearest main includes a significant element of	
employment employment or is for another non-resid	ential
centre? use	
Employment - Would GREEN = No loss of employment land	/
Land development result allocation is for employment development	
in the loss of	
employment land,	
or deliver new	
employment land?	
Utilities Will it improve the AMBER = Significant upgrades likely to	be
level of investment required, constraints capable of appropriate required and the constraints capable and the	
in key community mitigation	
services and	
	nes
services and infrastructure, including Utility services (e.g. pylons) – power lir run across the south western corner of	

	infrastructure and broadband?	Electricity - Not supportable from existing network. Significant reinforcement and new network required.
		Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.
		Gas - Medium Pressure reinforcement would be required to support the full load.
		Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
		UPDATE: The development of the sites north and south of Barton Road for a combined 2,500 dwellings could generate a need for 313 early years places and a maximum of 875 (4FE) primary school places and 625 (4FE) secondary places.
		On this site north of Barton Road, the County Council would therefore expect appropriate on-site early years and primary education provision to be made.
		On-site Secondary provision may be

	T	
Distance: Primary School Distance: Secondary	How far is the nearest primary school? How far is the nearest secondary	required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the south of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school. G = <400m Assume onsite provision. A = 1 to 3 km
School	school?	
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. UPDATE 2016: Score changed from Amber
		to Green to reflect the potential for cycle access to quiet residential streets, as shown on the Cambridge Cycle Map.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
		Barton Road currently does not benefit from HQPT. More frequent services nearby services on the Madingley Road corridor. Improved services would be secured form this scale of development, but unlikely to meet HQPT.
		UPDATE: score changed from Red to Amber
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 Total Score = 22
Distance: bus stop / rail station		GG = Within 400m (6) Newnham, Gough Way A strategic development in this location would require new bus routes through the site, providing closer access to bus stops. Promoter proposes a bus route through the site.

	1	
		A development of this scale would result in
		new bus stops being provided.
		(Currently nearest stop Newnham, Gough
		Way)
		UPDATE: Score change from Amber to
		Dark Green
Frequency of		A = 30 minute frequency (3)
Public		
Transport		UPDATE 2016: Note that higher frequency
		services are available outside the site
D. J. P.		(including at Grange Road).
Public		20 minutes or less (6)
transport		
journey time to		6 minutes (Newnham, Gough Way –
City Centre		Cambridge, Drummer Street)
Distance for		Up to 5km (6)
cycling to City		0.41
Centre	11 6 2 41 24	2.1km ACF
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	
Λ	station?	ANADED Insufficient conseits / cosess
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network, where there is	mitigation.
	available capacity?	UPDATE: Access onto Barton Road A603 is
	available capacity:	feasible though the Highway Authority
		haven't offered a view on their preferred
		location. The Highway Authority would
		either seek a contribution via a Section 106
		Agreement or require the developer to
		construct an orbital cycleway of Cambridge
		link through from West Cambridge.
		mik unough nom woot oumbridge.
		The impact on the M11 junctions 12 and 13
		along with the local network would need to
		be modelled. Any development would need
		to consider how it would interlink with the
		Cambridge North West development and
		the infrastructure that will be implemented.
		and the second s
		A full Transport Assessment and
		Residential Travel Plan would be required.
		This is a main Cambridge radial route for
		cyclists so any development would need to
		ensure that cyclists are fully taken into
		account. S106 contributions and mitigation
		measures will be required where
		appropriate.
		••• •
		From the LHA point of view, the key
		capacity concerns would be in relation to

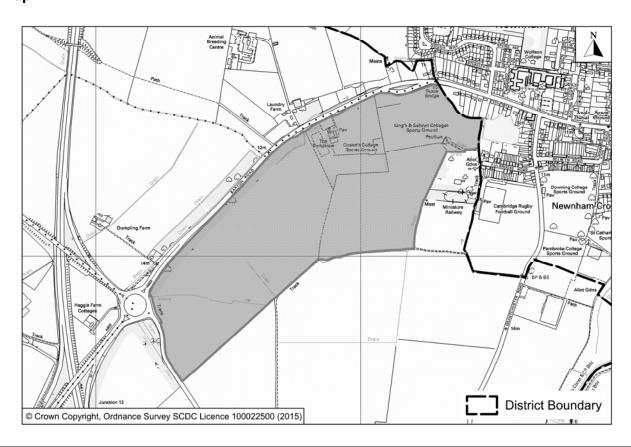
		the impact at the junctions of Newnham Road with Fen Causeway, the Trumpington Road mini roundabouts and the junction of Silver Street with Queens Road. Any TA would need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks. This site is of a scale that would trigger the need for a Transport Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Large development with potential for significant improvement to public transport, walking or cycling facilities. Public transport improvements would be needed to provide a high-quality services, as there is currently limited services to this area. Improved cycling provision would be required on Barton Road, and off road links to Newhham, west Cambridge and the Coton path.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 1)

Site reference number(s): CCSC1002 Consultation Reference numbers: N/A

Site name/address: Land south of Barton Road (Developer Proposal)

Мар:



Site description: The site lies to the south of Barton Road on the western edge of Cambridge. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.

Current use(s): Agricultural.

Proposed use(s): Residential development.

NOTE: Promoter seeks safeguarding of land for development beyond the plan period.

Site size (ha): South Cambridgeshire: 58.45 ha. Cambridge: 0

Potential residential capacity: 1,000 dwellings

LAND		
PDL	Would development make use of previously developed	RED = Not on PDL

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	GREEN = Neutral. Development would not affect grade 1 and 2 land. Majority of site on Grade 3 land with a small amount of urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
POLLUTION		and the same of th
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts Air quality issues – Leas than 1000m from the M11. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality, especially within Cambridge City. Extensive and detailed air quality assessments, in line with local policy and in liaison with Cambridge City Council, will be required to assess the impact of such a development at pre-application stage.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 Site less than 1,000 metres from M11. An air quality assessment is essential UPDATE 2016: Note the promoter intends to locate built development away from the M11.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a	AMBER = Adverse impacts capable of adequate mitigation Noise impacts - The west of the site bounds the M11 including M11 junction 12 / Barton

	receptor or	Road roundabout and Barton Road
	generator	intersects the site. There are high levels of
	(including	ambient / diffuse traffic noise and other
	compatibility with	noise sources include Laundry Farm and
	neighbouring	the Animal Breeding Centre. Noise likely to
	uses)?	influence the design / layout and number /
	4000).	density of residential premises. The impact
		of existing noise on any future residential in
		this area is a material consideration in terms
		of health and well being and providing a
		high quality living environment. Site similar
		to North West Cambridge and at least half
		the site nearest M11 and to lesser distance
		from Barton Road either side is likely to be
		NEC C (empty site) for night: PPG24 advice
		"Planning permission should not normally
		be granted. Where it is considered that
		permission should be given, for example
		because there are no alternative quieter
		sites available, conditions should be
		imposed to ensure a commensurate level of
		protection against noise". Residential could
		be acceptable with high level of mitigation.
		However before this site is allocated for
		residential development it is recommended
		that these noise threats / constraints are
		thoroughly investigated in accordance noise
		guidance to determine the suitability of the
		site for residential use. This site requires a
		full noise assessment including consideration of any noise attenuation
		measures such as noise barriers / berms
		and practical / technical feasibility / financial
		viability.
		viability.
		There is potential to provide appropriate
		separation and mitigation form the
		motorway on this large site.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		Otto has famous material III at 1 1 2
		Site has former potentially contaminative
		uses, and adjoins an area of filled land. A
Water	Will it protect and	contamination assessment is required GREEN = No impact / Capable of full
vvalel	where possible	GREEN = No Impact / Capable of Idii mitigation
	enhance the quality	i iiiugauoii
	of the water	
	environment?	
BIODIVERSITY	1 2	
Designated	Will it conserve	AMBER = Contains or is adjacent to an
<u> </u>	·	,

Sites	protected species and protect sites		existing site designated for nature conservation or recognised as containing	
	designated for nature conservation		protected species and impacts capable of appropriate mitigation	
	interest, and geodiversity? (Including International and locally designated sites)		Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the JNCC Invertebrate Site Register supporting the nationally Notable B Musk Beetle (Aromia moschata)	
Biodiversity	Would development reduce habitat fragmentation, enhance		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broadleaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required. With careful design it should be possible to mitigate any impact on the natural	
TPO	Are there trees on site or immediately adjacent protected		environment. AMBER = Any adverse impact on protected trees capable of appropriate mitigation	
	by a Tree Preservation Order (TPO)?		There are protected trees along the southern boundary of the site.	
Green Infrastructure	Will it improve access to wildlife and green spaces,		GREEN = Development could deliver significant new green infrastructure	
	through delivery of and access to green infrastructure?		Site could deliver significant green infrastructure, but scale is uncertain.	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE				

Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact. The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge. There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact) Development of this site would have a severe negative impact on the purposes of Green Belt. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 4) plays a key role in the setting of the west and south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development towards the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. It also retains the key

separation between Cambridge and Grantchester, as a necklace village. Views towards Cambridge from the west are some of the most distinctive and characteristic available. Sub area 4.3 exhibits less of these features due to the presence of a concentration of sports facilities and enclosure by strong vegetation. The river corridor forms one of the key green corridors into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any proposed development would severely compromise the separation between Cambridge and Grantchester. Development within sub area 1 would alter the characteristic approach into Cambridge along the River Cam and would disrupt the special qualities of one of the most important green corridors into the city. Within sub area 4.2, development would remove the characteristic rural setting to the city and obstruct key views, as well as potentially altering the characteristic approach into Cambridge along Barton Road. Sub area 4.3, although less rural in character, is an important area of green, open land extending close to the distinctive core of Cambridge; development in this sub area would potentially alter the Barton Road approach to the city and would have the potential to detract from the character and qualities of the Cam corridor in sub area 4.1. No Green Belt release should be contemplated in this sector. Will it protect or AMBER = Site contains, is adjacent to, or Heritage enhance sites, within the setting of such sites, buildings and features, with potential for negative features or areas of impacts capable of appropriate mitigation historical. archaeological, or cultural interest Site does not contain or adjoin listed (including buildings, and there is no impact to the conservation setting of such buildings. The land south of Barton Road lies approximately 120m to the areas. listed buildings. south west of the West Cambridge registered parks Conservation Area. The site is located on and gardens and the route of a Roman road running south west from Cambridge. Previous fieldwork in scheduled the area has confirmed the survival of monuments)? significant remains of late prehistoric date. Further information would be necessary in

	<u></u>		
			advance of any planning application for this site.
			Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision
CLIMATE CHAI			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk
			Located in Flood Zone 1. However, fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
			Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.
HUMAN HEALT	H AND WELL BEING	;	, , , , , , , , , , , , , , , , , , , ,
Open Space	Will it increase the quantity and quality of publically accessible open		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
	space?		
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m Assumed provision of local centre on site (Newnham around 1600m)
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m Site is over 800m from nearest GP service and would merit a Red. It is however large

		enough to justify it being required to provide
	AARII '	its own health facility and so scores Amber
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	p 000.2.0
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communico	with existing	oreate a new community.
	communities?	
ECONOMY	Communico:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Cambriage)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Walapie Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of existing centres
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
	in the loss of	. , .,
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	level of investment	required, constraints capable of appropriate

	in key community	mitigation
	in key community services and	mugation
	infrastructure,	Utility services (e.g. pylons) – power lines
	including	run across the south western corner of the
	communications infrastructure and	land north of Barton Road.
	broadband?	Electricity - Not supportable from existing
		network. Significant reinforcement and new
		network required.
		Mains water - The site falls within the CWC
		Cambridge Distribution Zone, within which
		there is a minimum spare capacity of 3,000
		properties based on the peak day for the distribution zone, less any commitments
		already made to developers. There is
		insufficient spare capacity within Cambridge
		Distribution Zone to supply the number of proposed properties which could arise if all
		the SHLAA sites within the zone were to be
		developed. CWC will allocate spare
		capacity on a first come first served basis. Development requiring an increase in
		capacity of the zone will require either an
		upgrade to existing boosters and / or new
		storage reservoir, tower or booster plus associated mains.
		associated mains.
		Gas - Medium Pressure reinforcement
		would be required to support the full load.
		Mains sewerage - This proposed site
		straddles three WWTW catchments;
		Haslingfield WWTW and Coton WWTW - a
		revised consent for these WWTW will be required prior to being able to accommodate
		the full proposal. They can currently
		accommodate approximately 1,000 and 50
		properties respectively. Cambridge WWTW - significant infrastructure upgrades will be
		required to the network to accommodate
		this proposal. An assessment will be
		required to determine the full impact of this site.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	UPDATE: On this site south of Barton Road,
		the County Council would therefore expect
		appropriate on-site early years and primary
		education provision to be made
		On-site Secondary provision may be required, but this would need to be
		addressed in terms of the total number of
		new dwellings proposed in the area. If in

	<u> </u>	
		combination with the site to the north of
		Barton road there would be a requirement
		for 4 FE which could be provided in the form
		of a new school.
Distance:	How far is the	G = <400 m
Primary	nearest primary	
School	school?	Assume onsite provision.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	
TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Cycle Routes	routes are	7 (WBETT - Wodiam quality on road pain.
	accessible near to	Existing part along Barton Road. Potential
	the site?	
LIODT		for improvement.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
		Barton Road currently does not benefit from
		HQPT.
		With appropriate mitigation secured from
		the 1000 home development, a high quality
		20min frequency service could be
		achievable.
		domovable.
		UPDATE: Score changed form RED to
		AMBER
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	27 II II C C C C C C C C C C C C C C C C
Score (SCDC)	been developed to	Total Score = 22
Ocore (OODO)	consider access to	10tal 0corc = 22
	and quality of	UPDATE: Score changed from Amber to
		•
	public transport,	Dark Green to reflect revised score for
	and cycling. Scores	Distance: bus stop / rail station.
	determined by the	
	four criteria below.	00 400 (0)
Distance: bus		GG = Within 400m (6)
stop / rail		
station		Newnham, Gough Way
		A strategic development in this location
		would require new bus routes through the
		site, providing closer access to bus stops.
		(Currently nearest stop Newnham, Gough
		(Garrently risaliset step Hermitalii, Geagii
		UPDATE: Score changed from Amber to
		Dark Green.
Fraguesas		
Frequency of		A = 30 minute frequency (3)
Public		
Transport		
Public		20 minutes or less (6)
transport	1	

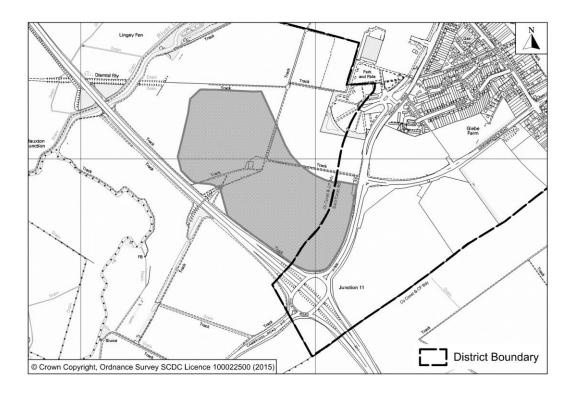
journey time to		6 minutes (Newnham, Gough Way -
City Centre		Cambridge, Drummer Street)
Distance for		Up to 5km (6)
cycling to City		
Centre		2.1km ACF
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	UPDATE: Access onto Barton Road A603 is
		feasible though the Highway Authority
		haven't offered a view on their preferred
		location. The Highway Authority would
		either seek a contribution via a Section 106
		Agreement or require the developer to
		construct an orbital cycleway of Cambridge
		link through from West Cambridge.
		The impact on the M11 junctions 12 and 13
		along with the local network would need to
		be modelled. Any development would need
		to consider how it would interlink with the
		Cambridge North West development and
		the infrastructure that will be implemented.
		·
		A full Transport Assessment and
		Residential Travel Plan would be required.
		This is a main Cambridge radial route for
		cyclists so any development would need to
		ensure that cyclists are fully taken into
		account. S106 contributions and mitigation
		measures will be required where
		appropriate.
		From the LHA point of view, the key
		From the LHA point of view, the key capacity concerns would be in relation to
		the impact at the junctions of Newnham
		Road with Fen Causeway, the Trumpington
		Road mini roundabouts and the junction of
		Silver Street with Queens Road. Any TA
		would need to carefully examine and clearly
		demonstrate how the site can be delivered
		without having an unacceptable impact on
		the surrounding transport networks.
		· .
		This site is of a scale that would trigger the
		need for a Transport Assessment (TA) and
		Travel Plan (TP), regardless of the need for
		a full Environmental Impact Assessment.
		These sites are likely to be closely related to

		the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	
	transport, walking	Large development with potential for
	or cycling facilities?	significant improvement to public transport,
		walking or cycling facilities.

Site Information	
Development Sequence	Broad Location 4 Hauxton Road
Site reference number(s): CCSC1003	
Consultation Reference numbers: N/A	

Site name/address: Land west of Hauxton Road, Trumpington (Developer Proposal)

Мар:



Site description: The site lies to the south of Trumpington and consists of a large area of open countryside immediately northeast of Junction 11 of the M11. The adjoins the A1309 Hauxton Road to the east and the M11 to the south. The north western and northern boundaries are undefined on site but will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.

The site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The site has no distinguishing features save for the remains of "Shepherds Cottage" towards the middle of the site.

Current use(s): Arable agriculture

Proposed use(s): A further urban extension of the consented Trumpington Meadows residential community, for approximately 500 dwellings and associated landscape and drainage proposals, play spaces, community allotments, new woodland, additional meadow land, infrastructure, access, and parking.

Promoters proposal indicates that approximately 15 hectares of land west of Hauxton Road should be released from the Green Belt to accommodate residential development and built sports facilities. Land between the new Green Belt boundary and the M11 will provide for outdoor sport and ancillary features.

Includes a sports hub building, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust. Linked to Community Stadium proposal at the Abbey Stadium.

Site size (ha): South Cambridgeshire: 27.56 ha. Cambridge: 4.65 ha.

Potential residential capacity: Up to 500 dwellings

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land All of site is grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION		

Air Quality	Would the	AMBER = Site lies near source of air
All Quality	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	all quality adverse impacts.
	impact/worsening	Site adjoins the M11 and A1309 which
	of air quality?	already experience poor air quality.
AQMA	Is the site within or	RED = Within or adjacent to an AQMA, M11
	near to an AQMA,	or A14
	the M11 or the	
	A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	
	problems if the site	There are high levels of ambient / diffuse
	is developed, as a	traffic noise and other noise sources. Noise
	receptor or	likely to influence the design / layout and
	generator	number / density of residential premises.
	(including	The site is similar to North West Cambridge and at least half the site nearest M11 and to
	compatibility with neighbouring	a lesser distance from Hauxton Road, is
	uses)?	likely to be NEC C (empty site) for night:
	4303):	PPG24 advice is "Planning permission
		should not normally be granted. Where it is
		considered that permission should be given,
		for example because there are no
		alternative quieter sites available, conditions
		should be imposed to ensure a
		commensurate level of protection against
		noise". Residential could be acceptable with
		high level of transport noise mitigation:
		combination of appropriate distance
		separation, careful orientation / positioning /
		design / internal layout of buildings, noise insulation scheme and extensive noise
		attenuation measures to mitigate traffic
		noise (single aspect, limited height, sealed
		non-openable windows on façade facing
		M11 / , acoustically treated alternative
		ventilation, no open amenity spaces such as
		balconies / gardens). This site requires a full
		noise assessment including consideration of
		any noise attenuation measures such as
		noise barriers / berms and of practical /
		technical feasibility and financial viability.
		Residents of the site may experience
0 ,	1 (1 " "	impacts from road lighting and headlights.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve benefits subject to appropriate mitigation)
		bononia audjeot to appropriate mitigation)
		Land contamination found at former
	1	

	T		Monagata site may require further
			Monsanto site, site may require further
Water	Mill it protect and		investigation.
vvalei	Will it protect and		GREEN = No impact / Capable of full
	where possible		mitigation
	enhance the quality of the water		Not within SPZ1
	environment?		Not within SPZ1
BIODIVERSITY			
	Will it conserve		CREN - Doos not contain is not adiscent
Designated Sites	protected species		GREEN = Does not contain, is not adjacent to designated for nature conservation or
Siles	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		greenspace. No or negligible impacts
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
Dioditorony	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		94
	native species, and		Greatest impact would be upon farmland
	help deliver habitat		species for which this parcel of land has
	restoration (helping		been specifically set-a-side to mitigate the
	to achieve		adjacent residential development of
	Biodiversity Action		Trumpington Meadows. Farmland species
	Plan targets, and		including large flocks of golden plover,
	maintain		common toad, brown hares and skylark
	connectivity		would be lost. Opportunity for habitat
	between green		linkage/enhancement/restoration by
	infrastructure)?		attenuation measures.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		
	and access to		
	green		
LANDCOADE	infrastructure?	III TUDAL '''	
	TOWNSCAPE AND C	ULIUKAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and distinctiveness of		mitigation measures possible.
			Development would extend the urban adda
	landscape		Development would extend the urban edge

	T	· · · · · · · · · · · · · · · · · · ·
	character?	down the slope to meet the M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge. The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground.
		Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City. Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Green Belt	What effect would the development of this site have on Green Belt	DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact)
	purposes?	The development site is open and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 7.1) plays a key role in the setting of the south west of Cambridge, ensuring that the

		expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. As the hedgerow and woodland planting establishes, the rural character of this part of the sector will strengthen. The sector is also important to the character of the approach to Cambridge along Hauxton Road and the visibility of the distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. Development within the sector would remove or reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows. It would also encroach on the green corridor along the River Cam. No Green Belt release should be contemplated in this sector.
Heritage	Will it protect or enhance sites, features or areas of historical,	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation. Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.
CLIMATE CHAI	,	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Site subject to minor surface water flood risk but capable of mitigation.
	H AND WELL BEING	
Open Space	Will it increase the	DARK GREEN = Development would create

	quantity and quality of publically accessible open space?	the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. Developer proposal includes indicates a sports hub building on the 15 ha built site, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A = 400 - 800m Site adjoins Trumpington Meadows, which includes a new Local Centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	R = >800m 1.40km ACF - Trumpington
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	GREEN = New local facilities or improved existing facilities are proposed of significant benefit
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible

Integration with Existing Communities	How well would the development on the site integrate with existing	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
	communities?	Site would integrate with new community to be developed at Trumpington Meadows.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	AMBER = 1-3km 2.99km ACF – nearest employment 2000+ employees
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains water - The site falls within the CWC Cambridge Distribution Zone, within which
		Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is

		insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.
		Gas - Significant reinforcement would be required to support the development.
		Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	Provisional assessment. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use.
		After allowing for surplus school places, the development of a site of this size would be likely to have to make provision on site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to provide for a bigger school site.
Distance:	How far is the	$G = \langle 400m \rangle$
Primary	nearest primary	

Cabaal	a a h a a l 2	Management to the many primary school of
School	school?	Measured to the new primary school at Trumpington Meadows.
Distance:	How far is the	Amber: 1.40km ACF – Parkside Federation
Secondary	nearest secondary	7 tilbol. 1. fokili 7 tol 1 tilkoldo i odoration
School	school?	Proposed School at Clay Farm.
TRANSPORT		
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
		The route to Trumpington is poor, but
		assumed appropriate links could be made to
		the guided busway path.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	Payand 400m of D&P site and does not
		Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	27 THE STEET - 60010 10 20
Score (SCDC)	been developed to	Total Score of 22
,	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the four criteria below.	
Distance: bus	Todi ontona bolow.	G = Within 600m (4)
stop / rail		(1)
station		532m ACF to Trumpington Park and Ride
		from the centre of the site.
Frequency of		GG = 10 minute frequency or better (6)
Public		10 minute conde
Transport Public		10 minute service. GG = 20 minutes or less (6)
transport		
journey time to		18 minute journey time. (Trumpington Park
City Centre		and Ride – Cambridge, nr St. Andrew's
		Street).
Distance for		GG = Up to 5km (6)
cycling to City		2.051 4.05
Centre Distance:	How for in the site	3.85km ACF
Distance: Railway	How far is the site from an existing or	R = >800m
Station	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	LIDDATET
	available capacity?	UPDATE The promoter has commented
		that the development would be accessed

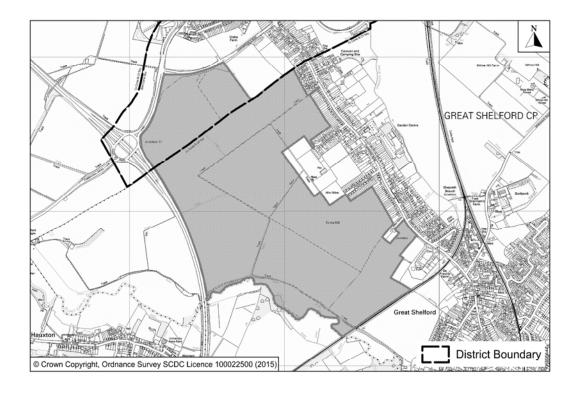
	and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic. A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable
	mitigable (subject to a suitable assessment).
Will it make the	AMBER = No impacts
transport network safer for public transport, walking or cycling facilities?	Provided either the link along Hauxton Rd is widened or there is an alternative link to Trumpington Meadows. It should also link to the Hauxton / Harston route. The ongoing route to Trumpington remains poor.
	transport network safer for public transport, walking

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 5)
Site reference number(s): CCSC1004	

Consultation Reference numbers: N/A

Site name/address: Land to the south of Addenbrooke's Road, Cambridge (Developer Proposal)

Map:



Site description: The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, north and west of Great Shelford, and north of the River Cam and the Cambridge – London Kings Cross railway line. Situated within flat, open landscape, it is mostly low-lying arable land with a number of hedges within the site. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The boundaries to residential properties to the east are well vegetated and the River Cam occupies a shallow, well treed valley bounded by pasture land. The northern and western boundaries are much more open, comprising sparse shrubs and few scattered shrubs and trees.

Current use(s): Agricultural.

Proposed use(s): The promoters propose an employment-led mixed-use development comprising a 85,000 sqm Science Park and 1,250 homes, incorporating new local centre, primary school and open space.

An area of Green Belt to be retained to the south to prevent coalescence between the urban edge of Cambridge and the main part of Great Shelford. New open space and habitat creation, including access to the river. Enhancements to the River Rhee Wildlife Corridor.

Site size (ha): South Cambridgeshire: 145 ha. Cambridge: 45 ha.

Potential residential capacity: 1,250 dwellings

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Classification Grade 1, 2, 3a) – Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION	l	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	for air quality assessment and a low emission strategy. RED = Within or adjacent to an AQMA, M11 or A14 The submitted site is adjacent to the M11. Given the size of the site however parts of it are beyond 1,000m from the M11. If built

		development were to be restricted to parts of the site the assessment could change to A Amber (within 1,000m of the M11), or G Green (beyond 1,000m of the M11).
		UPDATE 2016: Note the promoter intends to restrict development within 1,000m of the AQMA.
Pollution	Are there potential Odour, light noise and vibration	AMBER = Adverse impacts capable of adequate mitigation
	problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	There are high levels of ambient / diffuse traffic noise and other noise sources including a railway line and a rugby / social club. Noise is likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability. Residents of parts of the site may experience impacts from road lighting and
		headlights.
Contamination	le thore possible	Existing rugby club floodlighting would need careful design but can be conditioned.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination

		The management of the second for the second
		There are no known former industrial
Water	Will it protect and	activities on or in close proximity to the site.
vvalel	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	Not within CD74
	of the water environment?	Not within SPZ1
BIODIVERSITY		
	Will it conserve	GREEN = Does not contain, is not adjacent
Designated Sites	protected species	to designated for nature conservation or
Onos	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts
	conservation	groonopass. No or negligible impaste
	interest, and	River Cam on the southern boundary of the
	geodiversity?	site is a County Wildlife site but local area
	(Including	would be retained as greenspace.
	International and	groomspace.
	locally designated	Tree Preservation Orders – groups of
	sites)	protected trees within the site close to the
	,	edge of Great Shelford opposite Bridge
		Close in the south east corner. Several
		TPOs on the edge of the site within the
		village framework of Great Shelford,
		including several trees on the northwest
		side of the driveway to 11 Cambridge Road.
Biodiversity	Would	GREEN = Development could have a
	development	positive impact by enhancing existing
	reduce habitat	features and adding new features or
	fragmentation,	network links
	enhance	The acceptant of all a colored to all Dhanes 4
	native species, and	The promoter of site submitted Phase 1
	help deliver habitat	Habitat and Ecological Scoping Survey (2009) for the wider site found that there are
	restoration (helping to achieve	some significant ecological features, such
	Biodiversity Action	as the River Cam and water meadows,
	Plan targets, and	which should be recognised in the future
	maintain	design of the development, but did not
	connectivity	consider there to be any unusual features
	between green	that subject to suitable mitigation measures
	infrastructure)?	would preclude development. It recorded 25
		species of birds (10 on conservation lists)
		and a badger sett on site. Great Crested
		Newts were recorded outside the site but no
		reptiles, otters, water voles or brown hares
		were recorded. Further survey work is
		recommended, including for bats and
		hedgehogs.
TPO	Are there trees on	AMBER = Any adverse impact on protected
	site or immediately	trees capable of appropriate mitigation
	adjacent protected	
	by a Tree	Tree Preservation Orders – groups of
	Preservation Order	protected trees within the site close to the
	(TPO)?	edge of Great Shelford opposite Bridge

			Close in the south east corner. Several
			TPOs on the edge of the site within the
			village framework of Great Shelford,
			including several trees on the northwest
			side of the driveway to 11 Cambridge Road.
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		
Illiastructure			significant new green infrastructure
	and green spaces,		
	through delivery of		The developers proposal includes a
	and access to		substantial area of parkland alongside the
	green		River Cam.
	infrastructure?		
LANDSCAPE,	TOWNSCAPE AND C	<u>ULTURAL HI</u>	ERITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		. 9
	landscape		Development would extend the urban edge
	character?		down the slope to meet, or close to, the
	Character:		· · · · · · · · · · · · · · · · · · ·
			M11 corridor. The soft green edge could
			not be mitigated or replaced adequately to
			mitigate the M11 boundary. The landscape
			is strongly rural. The newly defined urban
			edge of Addenbrooke's Road, Trumpington
			Meadows and the landscape buffer area
			between it and the M11 should be
			preserved. A large development could not
			be adequately mitigated in such a highly
			visible location. The development site is
			·
			open and highly visible from areas to the
			west, south and southwest. There would be
			adverse impact on the purposes of Green
			Belt in terms of openness, coalescence and
			setting of the City.
Townscape	Will it maintain and		RED = Significant negative impact on
	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		. 9
	townscape		Distant from the city centre, the site would
	character, including		form a major southward extension to the city
	through		well beyond its current physical limits. It
	appropriate design		would thus negatively impact on the
	and scale of		compact nature of the City. This extensive
	development?		development on higher open ground
			abutting the M11 would be highly visible,
			particularly from the west and would
			significantly reduce the landscape buffer to
			the west of the city. The development would
			have a significant adverse impact on the
			setting of the City. This extensive
			development on higher open ground would
			be highly visible, particularly
			from the west where it forms part of the
			green foreground to the city. The

development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the City. Green Belt What effect would the development of this site have on Green Belt purposes? RED = Significant negative impact on Green Belt purposes? The development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the City. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford. It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. Hauxton and Little Shelford. Hauxton and Little Shelford in the necklace villages of Great Shelford, Hauxton and Little Shelford. Hau		T	
the development of this site have on Green Belt purposes? The development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the City. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 is unlikely that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.			southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the City.
Green Belt purposes? The development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the City. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm. Trumpington Meadows. It would argue and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.	Green Belt	the development of	· ·
STUDY 2015 The study notes that this sector (Sector 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.		Green Belt	visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the
majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.			STUDY 2015 The study notes that this sector (Sector 8.1 plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford,
Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.			majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would
			gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area
	Heritage	Will it protect or	

enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation

A Scheduled Monument of national importance (SAM58 Neolithic to Roman settlement) is located in the south west corner of the site adjoining the M11 and the River Cam. County Archaeologists would object to the development of this site. Two further Scheduled Monuments lie approximately 200m south of the site. The promoter proposes a buffer zone to protect the SAM and on a site of this size it should be possible to provide appropriate mitigation.

The Grade I Listed Church of St Mary, Little Shelford lies approximately 540m to the south and Church of St Edmund, Hauxton approximately 950m south west. Grade II* Listed Church of All Saints and Rectory Farm House in Little Shelford and Little Shelford Manor, lie approximately 450-600m to the south. There are various Grade II Listed buildings within the Great and Little Shelford and Hauxton Conservation Areas. The promoter's conceptual development framework includes a substantial area of Green Belt and parkland in the southern part of the site. With careful design it should be possible to mitigate any impact on the wider historic environment.

Great and Little Shelford Conservation
Areas lie approximately150-200m to the south. Hauxton Conservation Area lies approximately 530m to the south west.
The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots inside the site including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery.

Archaeology would not prevent development over the majority of the site but would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.

CLIMATE CHANGE

Renewables Will it support the use of renewable energy resources?

AMBER = Standard requirements for renewables would apply

<u> </u>	T		[
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			The location lies entirely within Flood Risk Zone 1 (the lowest level of risk). Site subject to minor surface water flood risk but capable of mitigation.
HUMAN HEALT	TH AND WELL BEING	ì	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assumes minimum on-site provision to adopted plan standards is provided onsite. The developer's proposal includes a substantial area of parkland alongside the River Cam.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m 1.62km ACF – Great Shelford. A site of this scale could be expected to provide its own District or Local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		G = <400m 1.57km ACF – Great Shelford A site of this scale could be expected to provide its own health centre / GP service.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed). Site of sufficient scale to provide its own local services and facilities.

Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY	1	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use The promoter proposes a 85,000 sqm
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	Science Park. GG = Development would significantly enhance employment opportunities The promoter proposes a 85,000 sqm Science Park.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing
	broadband?	network. Significant reinforcement and new network required.

	1	
		Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake. Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be
Education Capacity	Is there sufficient education capacity?	funded by the developer. AMBER = School capacity not sufficient, constraints can be appropriately mitigated UPDATE: Great and Little Shelford have one Primary School and Stapleford has one Primary School, both with a PAN of 40 and school capacity of 280, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a deficit of 6 primary places in Great and Little Shelford and surplus of 8 primary places in Stapleford taking account of planned development, and a surplus of 74 secondary places at Sawston VC taking account of planned development across the village college catchment area. There are also new schools within the Cambridge Southern Fringe and Clay Farm developments.

		The development of this site for 1,250 dwellings could generate a need for 157 early years places and a maximum of 437 primary school places and 313 secondary places.
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
		A site of this scale could be expected to provide its own primary school(s).
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	1.39km ACF – Hauxton Primary School.
		A site of this scale could be expected to provide its own primary school(s). Provision assumed on site.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	1.57km ACF – Parkside Federation
		Proposed School Clay Farm
TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Currently there are either narrow cycle
	the site?	lanes or a very narrow shared footway
		along Shelford Road. The site would currently score RED.
		Significant improvements to support walking and cycling would be required. To address the severance provided by Addenbrooke's Road and the A1309. A link to Shelford should be provided using the accommodation bridge over the railway.
		The precise geographic extent of this site is not known. If it is possible to link through the site direct onto Addenbrooke's Road (at its junction with Glebe Farm Drive) this would mean the site has adequate cycle links for onward travel towards the city centre and/or Cambridge Biomedical Campus.
		While it is agreed that the A1309 cycle lanes are not the same standard as the lanes currently being introduced on several radial routes into Cambridge, these could be

upgraded as part of the s106 for the development, On balance AMBER	he
	R is
recommended for this category.	
(Updated from Red to Amber)	
HQPT Is there High AMBER = service meets requirem	
Quality Public high quality public transport in mo	st but not
Transport (at edge all instances	
of site)?	
Currently no HQPT to the site. De	velopment
of the full site would require intern	al bus
route.	
Sustainable Scoring DARK GREEN = Score 19-25	
Transport mechanism has	
Score (SCDC) been developed to Total score of 20	
consider access to	
and quality of	
public transport,	
and cycling. Scores	
determined by the	
four criteria below.	
Distance: bus GG = Within 400m (6)	
stop / rail	
station 675m to nearest bus stop. Score	would
improve if a bus service were to b	e provided
through the site.	
Frequency of G = 20 minute frequency (4)	
Public	
Transport 20 minute service (Citi 7). Potentia	
higher frequency serving the site.	It is
unlikely that a development of this	size
would be able to support a bus se	rvice with
a frequency that is greater than ev	very 20
minutes.	
Public G = 21 to 30 minutes (4)	
transport	
journey time to Potential improvement to journey	
City Centre linked to Guideway via Trumpington	on.
Distance for GG = Up to 5km (6)	
cycling to City	
Centre	
Distance: How far is the site R = >800m	
Railway from an existing or	
Station proposed train Potential for new railway station to	serve
station? Addenbrooke's and Biomedical Ca	ampus
which would provide for at least a	n Amber
score.	
Access Will it provide safe AMBER = Insufficient capacity / a	ccess.
access to the Negative effects capable of appro	
highway network, mitigation.	-
where there is	
available capacity? UPDATE: The M11, A1309 and the	ne
Addenbrooke's link road combine	
significant severance for walking a	and

		cycling trips to off-site destinations,
		including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable
		transport.
		Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
		Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).
		Proposer identifies Vehicular access from Hauxton Road midway between M11 roundabout and Addenbrooke's Access Road, and vehicular access from A1301 Cambridge Road / Shelford Road between /allotment gardens and Trinity Lane. Also proposes inbound traffic only from M11 roundabout into the site, however County Council do not consider this a suitable option.
		Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network	GREEN = Significant improvements to public transport, cycling, walking facilities
	safer for public transport, walking or cycling facilities?	The links to Trumpington and the guideway are poor and it will be difficult to provide a formal crossing to the off-road path along Addenbrooke's Rd and to the crossing of
		Hauxton Road. A route linking directly to Shelford using the existing accommodation bridge over the railway should be pursued

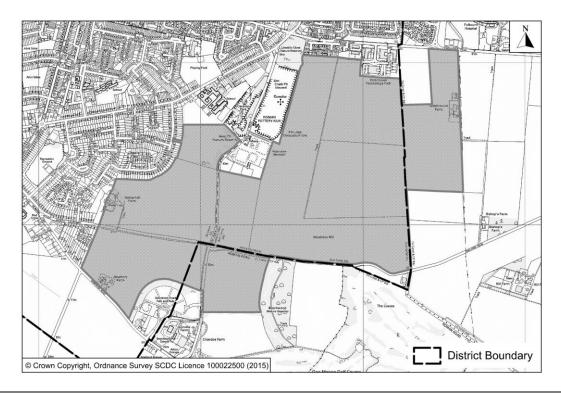
as	s part of development of the site.
qı tra	Promoter states that site would deliver high uality footpaths and cycleways, and public ransport routes linking to Trumpington Park and Ride.

Site Information	
Development Sequence	Broad Location No. 7 Land between
	Babraham Road and Fulbourn Road

Site reference number(s): CCSC1005 Consultation Reference numbers: N/A

Site name/address: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land east & west of Babraham P&R (developer proposal)

Map:



Site description: Arable open fields and chalk grassland between Fulbourn Road and the Beechwoods, on Worts' Causeway, at western most slope of the Gog Magog Hills and including Netherhall and Newbury farms to west, and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location. The southern part of the site wraps around the Babraham Park and Ride site and Babraham Road forms the south western boundary.

Current use(s): Agricultural land, woodland and School playing fields and adjoining park & ride car park

Proposed use(s): The promoters propose 3,000-4,000 homes south east of Cambridge and 10 ha employment land (identified in the submitted Local Plans). New community facilities and neighbourhood and local centres. A country park of 60ha, and a network of formal and informal open space.

Site size (ha): South Cambridgeshire: 53.97 ha. Cambridge: 116.55 ha.

Potential residential capacity: 3,000-4,000 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	

	developed	
Agricultural Land	land? Would development lead to the loss of the best and most versatile	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant areas of grade 2 agricultural land.
Minerals	agricultural land? Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). Part of this area falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
POLLUTION	T	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts The development will have a significant adverse impact on air quality and the AQMA due to major transport impact. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14 Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation The North of the site is close to Fulbourn Road and Limekiln Road runs along the western half of the site. Traffic noise will need assessment. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. No adverse effects for residential use from light pollution or odour.

Contamination	le there possible	AMBER = Site partially within or adjacent to
Contamination	Is there possible contamination on	
	the site?	an area with a history of contamination, or capable of remediation appropriate to
	the site?	• • • • • • • • • • • • • • • • • • • •
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		Part of this site is adjacent to an area of
		unknown filled land. This could be dealt with
		by condition.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	, <u> </u>	
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	
	interest, and	There is a large nature area immediately
	geodiversity?	adjacent to the north-west boundary on
	(Including	Limekiln Hill which includes the East Pit and
	International and	Limekiln Hill Sites of Special Scientific
	locally designated	Interest (SSSI's). A large SSSI exists south
	sites)	of Worts Causeway within SCDC focusing
		on the Gog Magogs golf course. Area is
		adjacent to a number locally designated
		sites (some of which overlay each other)
		including Sites of Special Scientific Interest
		(East Pit and Limekiln Hill), Local Nature
		Reserves (Cherry Hinton Pits,
		Beechwoods), Protected Roadside Verges
		(Worts Causeway, Limekiln Hill), County
		Wildlife Sites (Netherhall Farm).
Biodiversity	Would	AMBER = Development would have a
	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Species of particular note currently known
	help deliver habitat	on or adjacent to the site include a breeding
	restoration (helping	Schedule 1 bird species, Barbastelle Bat,
	to achieve	Glow Worm, Grape Hyacinth, Moon Carrot,
	Biodiversity Action	White Helloborine, Grey Partridge, Corn
	Plan targets, and	Bunting, and Brown Hare. A large-scale
	maintain	habitat creation scheme could benefit these
	connectivity	and other species. Full ecological surveys
	between green	would be required in order to assess
	infrastructure)?	potential impacts. Appropriate development
		at base of slope may help realise Green
		Infrastructure vision.
TPO	Are there trees on	AMBER = Any adverse impact on protected

	oito or imamo distale		tropp canable of annuanciate military
	site or immediately		trees capable of appropriate mitigation
	adjacent protected by a Tree		Group Tree Preservation Order (TPO)
	Preservation Order		(07/2007) is just outside the site on the
	(TPO)?		south-west boundary of the site.
	(11 0):		Predevelopment tree survey required.
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		and the second s
	through delivery of		The Promoter's proposal includes 60ha. of
	and access to		Country Park, which in itself is a significant
	green		element f new green infrastructure.
	infrastructure?		
			However, this must be balanced wit the fact
			that the whole site is of strategic importance
			for Countywide Green Infrastructure and is
			proposed for landscape scale chalk
			grassland Restoration and creation in the
			adopted 2011 Cambridgeshire Green
			Infrastructure strategy. The vision is to link
			up the existing isolated sites with
			Wandlebury, Gog Magogs, Nine Wells Local
			Nature Reserve and the natural green space of the Clay Farm development.
I ANDSCADE	TOWNSCAPE AND C	III TIIDAI HE	
Landscape	Will it maintain and	OLI ORAL III	RED = Significant negative impact on
Lanassape	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		. .
	landscape		The existing high quality soft green edge
	character?		would be negatively impacted. The
			landscape is strongly rural despite being on
			the urban edge. Development would have a
			severe negative impact. Development of
			this site, except the small parcel to the east
			of Netherhall Farm, east of Alwyne Road
			and south of Fulbourn Road would have a
			severe negative impact on the purposes of
Townsoons	Will it maintain and		Green Belt. RED = Significant negative impact on
Townscape	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		magadon measares possible.
	townscape		The setting of the City would be severely
	character, including		negatively impacted by development by
	through		compromising the openness of the area,
	appropriate design		interrupting views over the city and have a
	and scale of		negative impact on setting. There are open
	development?		views of the site and the City from the west
			and south. Existing clear views to historic
			and collegiate core of the City would be
			severely negatively impacted if development
			occurred on the site. Development of this
			site, except the small parcel to the east of

		Netherhall Farm, east of Alwyne Road and
		south of Fulbourn Road would have a severe negative impact on the purposes of
		Green Belt.
Green Belt	What effect would the development of this site have on Green Belt	DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact)
	purposes?	Development of this site, except the small parcel to the east of Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a severe negative impact on the purposes of Green Belt.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that these sector (Sectors 11, 12 and part of 13.1) play a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. These sectors also prevent the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. Sector 13 plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital.
		Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. No Green Belt release should be contemplated on the sloping or elevated landform in the eastern part of sub area 11.1 or 13.1, or the majority of Sector 12.
		The current urban edge is mixed and (with the exception of Peterhouse Technology Park on the edge of Cherry Hinton) particularly unvegetated and visually prominent. The setting of the city could be enhanced by appropriate planting to create a softer, greener urban edge. Limited development on the relatively flat ground in the western parts of sectors 11 (in both sub areas 11.1 and 11.2) and 13.1 and on the relatively flat ground in the north of sub area 12.1, could be undertaken without

significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows:

- The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton, and no further south than the existing boundary of the Peterhouse Technology Park. A permanent, welldesigned edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.
- A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside.
- The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
- The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced.

Parameters for Green Belt release:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- Land along the western edge of sub area 11.2 could be released in conjunction with a release in sub area 10.1 to create a new urban gateway on Babraham Road. However, a substantial buffer should be retained as Green Belt between the new urban gateway and the

		Park & Ride site. The remainder of sub
		area 11.2 should remain as Green Belt to prevent additional urban sprawl, encroachment into the countryside and excessive loss of rural land at the foot of the Gog Magog Hills.
		The boundary of any land released along the western edge of sub area 11.1 should correspond with the edge of any release in sub area 11.2, to create a clear urban gateway on Worts' Causeway. To the north east, it should extend no further than the existing eastern edge of development along Beaumont Road.
		 The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
		The boundary of any land released in the north western corner of sub area 13.1 should extend no further than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout.
		 Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.
		The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation

	1	
	cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Road) traverses the site and likely to have roadside settlements along its route. A programme of archaeological works should be undertaken prior to the submission of any planning application. Abuts Fulbourn Hospital CA. Adverse effect to setting of Conservation Area due to loss
		of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital.
CLIMATE CHAI	NGE	T dibodiff floopital.
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). However, significant site regarding surface water flooding in the wider area as runoff contributes to surface water flooding of the existing built environment. Could potential offer a solution and flood risk management benefit, but may impact on achievable densities as great level of green infrastructure required.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
	space?	Approximately 6ha. of the site is public and private protected open space. Any future development would need to satisfactorily

		incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner. Assuming area of Protected Open Space is removed from the site, no obvious constraints that prevent the remainder of site providing full on-site provision.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	·
Facilities	sports facilities?	
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space	
	for children and	
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	Onside provision of new local centre
	centre?	assumed.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	0 = \400111
Corvido	centre or GP	Majority of site beyond 800m from nearest
	service?	health centre or GP service. Given the scale
		of site provision on site is assumed.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	
	health, education and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	Cito abould provide good apportunities by
	communities?	Site should provide good opportunities by

		virtue of its size to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated The development of up to 4,000 dwellings could generate a need for 500 early years places and a maximum of 1400 (7FE) primary school places and 1000 (7FE) secondary places. On this site the County Council would

		the refere evenet annual rists on site coult
		therefore expect appropriate on-site early
		years, primary, and secondary education
5		provision to be made.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision on site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Amber if there is a cycle/pedestrian
	the site?	connection to Beaumont Rd and a crossing
		of Limekiln Road thus linking to the off-road
		paths on Queen Edith's Rd which could be
		widened.
		Significant improvements to support walking
		and cycling would be required.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	66.7.65
	of site)?	At present, and despite being close to the
	or one).	Babraham Road Park & Ride, only a small
		section of the northern part of the site
		off Fulbourn Road is less than 400m from
		the HQPT services provided by the Citi
		1 and Citi 3 services.
		i and our o services.
		The entirety of the site does not meet the
		Local Plan (Policy 8/7) definition of high
		quality public transport. It would require
		delivery of an HQPT service which serves
		the site, which has potential given the scale
		of development proposed.
		\M/bilet parts of the site are along to the Citi 1
		Whilst parts of the site are close to the Citi 1
		and 3 services and Park and Ride, the
		advice from Cambridgeshire County Council
		is that the site itself is likely to achieve a 20
Custoinable	Cooring	minute service.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	T-1-1
Score (SCDC)	been developed to	Total score of 20
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		
station		New bus routes serving would be required

		to serve the site, providing improved access to bus services. The promoters masterplan
		envisages a spine route running through the site (this is addressed further in the access section)
		(currently over 1,000m to nearest bus stop)
Frequency of		G = 20 minute frequency (4)
Public Transport		
Public		G = 21 to 30 minutes (4)
transport journey time to		24 minutes – (Cambridge,Netherhall School
City Centre		 Cambridge, St. Andrews Street). Potential for journey time improvements.
Distance for		GG = Up to 5km (6)
cycling to City Centre		
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train	
	station?	
Access	Will it provide safe access to the	AMBER = Insufficient capacity / access. Negative effects capable of appropriate
	highway network,	mitigation.
	where there is available capacity?	UPDATE: A full Transport Assessment
	available sapasity:	would be required for any development on
		this site and would need to model the impact on junction capacities on the local
		network. A Residential Travel plan would be
		also be required along with measures to link
		walking and cycling into the existing links. Any development would need to consider
		the existing bus gate on Worts Causeway,
		and at Peterhouse Technology Park.
		The development surrounds Cherry Hinton
		Road / Limekiln Hill Road and these existing adopted public highways may require
		improvement / alterations to accommodate
		the additional traffic movements. The hospital roundabout is an accident cluster
		site, which will need to be considered along
		with the impact on Granham's Road / Babraham Road junction.
		Promoters indicate a spine road through the
		site. This may need to play a strategic function, with wider implications for how the
		road network operates around the City and
		potentially a link across to Addenbrooke's Road.

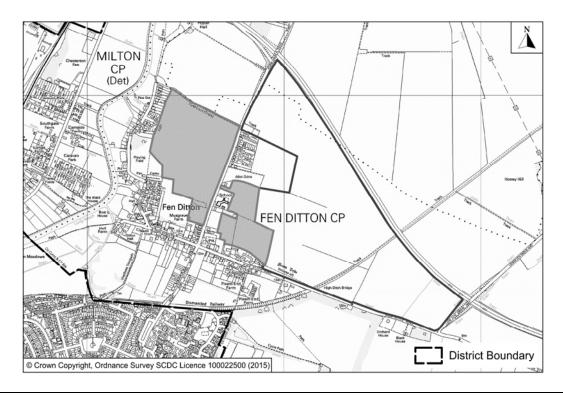
		S106 contributions and will be required where a is of a scale that would the a Transportation Assess Travel Plan (TP), regard a full Environmental Imp This site has the potential dispersed trip-making pathe Strategic Road Network site is likely to be well recambridge for much of its Given the above it is likely proportion could be delivadverse impact upon the assessment would be rewhat this proportion mig This site has the potential dispersed trip-making pathe Strategic Road Network site is likely to be well recambridge for much of its Given the above it is likely proportion could be delivadverse impact upon the assessment would be rewhat this proportion mig Significant congestion and quadrant of Cambridge of exacerbated by the full be planned and approved to While substantial sustain are identified for the A13 Hinton Road corridors the Programme may provide any TA will need to care clearly demonstrate how delivered without having impact on the surrounding networks.	propriate. This site rigger the need for ament (TA) and less of the need for act Assessment. All advantage of atterns in relation to work (SRN), and the lated to central the trip-making. By that a substantial wered without any experience to determine the realistically be. All advantage of atterns in relation to work (SRN), and the lated to central the trip-making. By that a substantial wered without any experience to determine the trip-making. By that a substantial wered without any experience to determine the realistically be. Irready occurs in this which is likely to be build out of the CBC developments. The companies of and Cherry arough the City Deal experience to the site can be an unacceptable.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant im public transport, cycling, Significant improvement cycling opportunities wo Public transport would re Babraham Park and Rid improvements to key de	walking facilities s to walking and uld be required. equire links to e, and provision / stinations in the city.
		improvements though the provision on Hills Road a Road.	

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 9)
Site reference number(s): CCSC1006	

Consultation Reference numbers: N/A

Site name/address: Land at Fen Ditton (Developer Proposal)

Map:



Site description: The site is located on both sides of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Fleam Dyke and a former railway line lie in the south east of the site. The site comprises several large agricultural fields, divided by patchy low level hedgerows. Further open agricultural land surrounds the site to the north west, north, east and south east, and the site is very visible from higher ground, including from Horningsea Road from the north.

Promoters proposal identifies housing parcels on land west of Horningsea Road, and part of the area adjoining Horningsea Road to the north west of the village, on approximately 25 hectares of land.

Current use(s): Agricultural

Proposed use(s): Residential led mixed-use development for between 400 and 500 homes on land to the north west and north east of Fen Ditton. Maintain Green Belt buffer between proposed development and the A14. Opportunities for Green Infrastructure. Promoter refers to potential location for a secondary school.

Site size (ha): South Cambridgeshire: 74.99 ha.

NOTE: The site is smaller than the totality of all of the 3 sites combined, as only part of Site SC160 is included.

Potential residential capacity: 400 to 500 dwellings (proposed by promoter)

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	NED - NOT BE
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of the site is Grade 2, the rest Grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Adjoins the A14. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. This information will be required prior to further comment.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 UPDATE 2016: Note the promoter is proposing development on a smaller site, which is not adjacent to the AQMA, but is within 1,000m.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Significant Road Transport noise. The east of the site bounds the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises.

	T	
		Residential could be acceptable with high level of mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Noise berms / barriers?.
		The promoter proposes maintaining Green Belt buffer between proposed development and the A14, and identifies housing parcels several hundred metres form the A14, providing opportunities for mitigation.
		NOISE: Recreation & Commercial The West of the site will be immediately adjacent to Fen Ditton Primary School & Sports Grounds. Such a short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses. Potential noise nuisance from School e.g. plant & equipment and classroom uses which should be considered prior to allocation. Noise not quantified but could be mitiagted off site if an issue by s106 but requires full cooperation of school etc. Site should not be allocated until these issues have been considered and mitigation options feasibility etc considered.
		Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
		Former railway across site, requires assessment, can be conditioned.
		UPDATE 2016: The promoter is proposing

	1	
		development on a smaller site, which the former railway does not cross. This would change the score from Amber to Green (Site not within or adjacent to an area with a history of contamination).
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	sites) Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees

0	VACIL it incomes to		ODEEN Development could delive
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		A site of this scale will have significant
	and access to		opportunities for the delivery of green
	green		infrastructure.
	infrastructure?		
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL H	ERITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Development would introduce significant
	character?		urban forms into the foreground setting and
			affect supporting landscape. Development
			would significantly affect Key views to
			Cambridge from the north and east. Large
			scale development on this site would
			represent a major eastwards extension and
			form a new skyline blocking views to Fen
			Ditton Village and Cambridge beyond and
			would introduce a very significant extension
			of urban form. It would change the setting
			and key views from the east and north.
Townscape	Will it maintain and		RED = Significant negative impact on
Townscape	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		minganon measures possible.
	townscape		Significant development of the site would be
	character, including		hugely out of scale with Fen Ditton village,
	through		would add significant urban areas to the
	appropriate design		north and east, it would create an urban
	and scale of		gateway to the village, reduce the function
	development?		of separation between Fen Ditton and
	development		Cambridge and block views to the village
			centre from the north and east. Limited
			development may be possible to some
			central and western areas of the site.
			Development would not physically link Fen
			Ditton with Cambridge but visually would significantly reduce the value of existing
			separation. The scale of potential
			·
			development could overwhelm the village of Fen Ditton.
Green Belt	What effect would		
GIEEN DEN			DARK RED: Very high and high
	the development of this site have on		impacts on Greenbelt purposes (very
			significant negative impact)
	Green Belt		0. 75 (1.)
	purposes?		Significant development of the site would
			urbanise approaches to Fen Ditton and
			Cambridge and form an urban skyline
			viewed from the north and east.
			UPDATE INNER GREEN BOUNDARY

		STUDY 2015
		The study notes that these sector (Sectors 18.2 and 19.1) play a key role in the setting of the north east of Cambridge, and the approach to both Fen Ditton and Cambridge along the B1047 from the north.
		Sub area 18.2 provides separation between the village and the A14, as well as between the future allocated edge of Cambridge and the A14, retaining a rural setting to the city when viewed from the strategic route. Sector 18.2 also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character.
		Sector 19 forms the rural setting of Fen Ditton to the north and west and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
		It is unlikely that any development within sectors 18 and 19 could be accommodated without harm to Green Belt purposes. Development within sub area 18.2 would affect the rural setting, form and character of the village. Development within sub area 19.1 would affect the characteristic setting to Fen Ditton and the rural approach towards Cambridge.
		No Green Belt release should be contemplated in these sectors.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation
	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	The site will not impact on any Scheduled Ancient Monument or historic park or garden. There are several Grade II Listed buildings along High Ditch Road to the south, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 30m to the south. The south western part of the site adjoins the Fen Ditton Conservation

Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest.

The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village.

Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern. There is evidence for extensive prehistoric and Roman activity in the area, including a Roman settlement known from cropmarks to the north. The site is also located to the north of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Further information would be necessary in advance of any planning application for this site.

CLIMATE CHANGE

Renewables

Will it support the use of renewable energy resources?

AMBER = Standard requirements for renewables would apply

Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			Site subject to minor surface water flood risk but capable of mitigation.
HUMAN HEALT	TH AND WELL BEING	ì	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		A = 400 - 800m Around 500m to Fen Ditton village centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP	How far is the		R = >800m
Service	nearest health centre or GP service?		Over 1km to Barnwell Road Health Centre
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible

	activities?	
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	
	communities?	Development on this scale could not be
		successfully integrated into Fen Ditton.
ECONOMY	1	, ,
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
-	and employment	(LSOA) within Cambridge
	deprivation	
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	ODEEN N. W. A. L. A. C.
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	
	vitality and viability of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	
,	employment	
	centre?	
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
	in the loss of	
	employment land,	
	or deliver new	
1 14:1:4:	employment land?	AMDED Cimpificant company of a Plant to be
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community services and	mitigation
	infrastructure,	Electricity - Not supportable from existing
	including	network. Significant reinforcement and new
	communications	network required.
	infrastructure and	notwork roquirou.
	broadband?	Mains water - The site falls within the CWC
		Cambridge Distribution Zone, within which
		there is a minimum spare capacity of 3,000
		properties based on the peak day for the
		distribution zone, less any commitments
		already made to developers. There is
		insufficient spare capacity within Cambridge
		Distribution Zone to supply the number of

		proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or new storage reservoir, tower or booster plus associated mains.
		Gas – Fen Ditton has mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement.
		Mains sewerage - There is sufficient capacity at the WWTW to accommodate this development site. The sewerage network is approaching capacity and a predevelopment assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton.
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
		The site is adjacent to the village primary school and potential exists for development to add to school capacity either directly via provision of a new school or by provision of additional playing fields, or play space.
Distance: Primary School	How far is the nearest primary school?	G = <400m 0.40km ACF – Fen Ditton Community Primary School
		A development of this scale would be expected to provide an additional primary

		school or expanded local provision.
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	3.54km ACF – Manor Community College km.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. There is no provision for cyclists at the southern end of Horningsea Road. While there is a short section of Horningsea Road just north of the junction with Fen Ditton High Street that does not have any off-road cycle path, this development could potentially link into Green End via Field Lane as an alternative means of providing access towards Cambridge (i.e. via Church Street / Fen Ditton High Street then onto the Wadloes Footpath and NCN route) As such recommend change to AMBER (Change form Red to Amber)
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances Over 400m from HQPT.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		G = Within 600m (4) 674m ACF to nearest bus stop (Citi 3 service). UPDATE: Depending on the layout of the site there is the possibility that Citi 3 buses could be extended up into the site. Recommend changing to Green. (Change from Amber to Green)
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		GG = 20 minutes or less (6) 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).

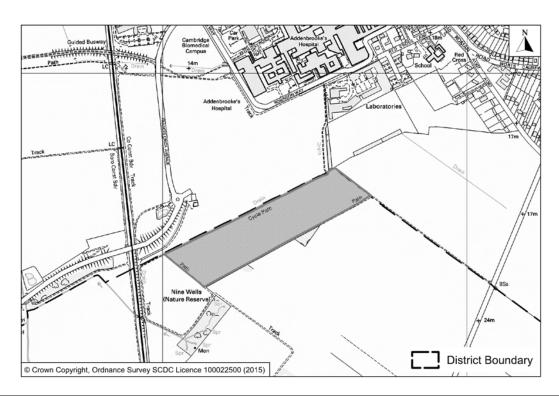
Distance for	1	GG = Up to 5km (6)
cycling to City		
Centre		3.22km ACF
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	1.59km ACF – Science Park Station
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	UPDATE: A junction located on High Ditch / Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design. The Highway Authority would like to highlight the close proximity of the primary school to this development. In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site. Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
		Mindful of the substantial improvement in quality and capacity of sustainable transport networks that will be delivered by the City Deal Programme (Chisholm Trail, Ditton Meadows Cycle Bridge, Newmarket Road Corridor) it is considered that this could potentially off-set the additional vehicular impact on the LHA that would be generated by a site in this location, however any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts There is no provision for cyclists at the southern end of Horningsea Road. There may be some potential for improvements associated with the site.

Site Information	
Development Sequence	Edge of Cambridge Broad Location 6 Land to south of Addenbrooke's Road between Babraham Road and Shelford Road
Site reference number(s): E/1B	

Consultation Reference numbers:

Site name/address: Land south of Addenbrooke's and southwest of Babraham Road

Map:



Site description: To the north is Addenbrooke's Hospital and the Biomedical Campus. To the west is the railway line to London, a corridor of public open space and the Clay Farm development. Immediately to the south west is the Nine Wells Local Nature Reserve with its chalk springs, woodland and scrub. To the east and south the land comprises large arable fields with hedgerows.

Current use(s): Agricultural

Proposed use(s): Biomedical and biotechnology research and development, related higher education and sui generis medical research institutes and associated support activities.

Site size (ha): South Cambridgeshire: 8.91 ha. - Cambridge: 0 ha.

Potential residential capacity: N/A

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the	AMBER = Minor loss of grade 1 and 2 agricultural land.

	1	T
	best and most	The site is Grade 2 land.
	versatile	
	agricultural land?	
Minerals	Will it avoid the	AMBER = Site or a significant part of it falls
	sterilisation of	within an allocated or safeguarded area,
	economic mineral	development would have minor negative
	reserves?	impacts.
		Part of the site falls within a Waste
		Consultation Area.
POLLUTION		
Air Quality	Would the	AMBER = Site lies near source of air
•	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts
	adverse	a qualification production of the second
	impact/worsening	The site may have an adverse impact on air
	of air quality?	quality from traffic generation particularly as
	or an quanty :	close to Addenbrooke's. An air quality
		assessment is essential.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
/ (QIVI/ (near to an AQMA,	A14.
	the M11 or the	A14.
	A14?	The site is not within an Air Quality
	A14:	Management Area. The site may impact on
		air quality from traffic generation particularly
		as close to Addenbrooke's.
Dellution	A vo though potential	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation.
	and vibration	
	problems if the site	Site is close to Addenbrooke's Hospital site
	is developed, as a	and the western part is adjacent to railway
	receptor or	line to London. Noise assessment and
	generator	potential mitigation measures required.
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation).
		Agricultural use may have led to some
		contamination with agricultural chemicals.
		Appropriate assessment required.
Water	Will it protect and	AMBER = Development has potential to
	where possible	affect water quality, with minor negative
	enhance the quality	impacts incapable of mitigation.
	of the water	5
	environment?	Site lies close to the natural chalk springs at
		Nine Wells which feed into Hobsons Brook.
BIODIVERSITY		
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
01100	Protocted species	onoting site acoignated for nature

	_		
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation.
	conservation		
	interest, and		Site adjoins the Nine Wells Local Nature
	geodiversity?		Reserve.
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMPER - Dovelopment would have a
blodiversity			AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation.
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TDO	infrastructure)?		ODEEN O'C. d
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation.
	through delivery of		
	and access to		Assumptions for a neutral impact include
	green		that appropriate design and mitigation
	infrastructure?		measures would be achieved through the
	minastructure!		
			development process. Site within the
			Countywide Green Infrastructure Strategy.
			Potential for improved access to LNR from
			north.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of full mitigation.
	diversity and		-
	distinctiveness of		Minor negative impact (development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
	Silaraotoi :		development of this site would result in
			further encroachment of the built area into
			open countryside to the south of
			Addenbrooke's Hospital and the Biomedical
			Campus. This would have a negative impact

		on the purposes of the Green Belt affecting
Townscape	Will it maintain and	openness, setting and views. GREEN = No impact (generally compatible,
Townscape	enhance the diversity and distinctiveness of	or capable of being made compatible with local townscape character, or provide minor improvements)
	townscape character, including through appropriate design and scale of development?	Development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. However, there is scope to provide a new softer edge to the city.
Green Belt	What effect would the development of this site have on	AMBER = negative impact on Greenbelt purposes.
	Green Belt purposes?	UPDATE INNER GREEN BOUNDARY STUDY 2015 LDA Green Belt Study 2015 identifies scope for development in this location without there being significant harm to Green Belt purposes.
		Limited development in the northern and eastern parts of sector 10 could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the west at Trumpington and the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.
		A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside.
		 The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the

		foreground in key views and the quality of the approach to the city along Babraham Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Extensive and intensive evidence for Bronze Age, Iron Age, Roman and medieval archaeology is recorded to the north. Cropmarks to the south indicate that archaeological assets are likely to extend throughout the landscape. A site of national importance is located 250m to the south west (Scheduled Monument Number 57. Further evidence through archaeological evaluation would be needed regarding the extent, character and significance of archaeology in the area prior to consideration of a planning application.
CLIMATE CHA Renewables		AMBED - Standard requirements for
Reflewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk. Parts of site at risk of surface water flooding. Parts of the site are within flood zones 2 and 3. Careful mitigation required considering the sequential test and the following points: Historically: • the watercourse which runs through the site has overtopped in heavy rainfall events; and • this site has become waterlogged during some winters.
		This site has a clear flood flow route through it and this means that flood risk mitigation measures used on this site could have impacts on adjoining or nearby sites (e.g. through using techniques like land raising). This may be an issue if there are other new developments planned in the surrounding undeveloped land. The Cambridge and Milton Surface Water Management Plan identifies some wetspots nearby, which while they do not cover the site, may add extra pressure to the local development situation as land uses and heights vary.

	T	ı	
			Consent for any modifications to the watercourse would need to be sought from the Flood and Water Team at Cambridgeshire County Council, but significant changes such as culverting would be discouraged and would require modelling to prove no increase or relocation of risk.
HUMAN HEALT	TH AND WELL BEING	<u> </u>	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?		Allocation is not for housing.
Distance: Play	How far is the		GREEN =<400m
Facilities	nearest play space for children and teenagers?		Allocation is not for housing.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance:	How far is the site		RED =>800m
District or Local Centre	from the nearest District or Local centre?		The site is over 800m from the nearest local centre at Wulfstan Way. There are some facilities available on the Addenbrooke's site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m The site is over 800m from the nearest GP Surgery, which is located at the Queen Edith Medical Practice, 59 Queen Edith's Way
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).

Community Facilities	Will it encourage and enable engagement in community	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	activities? How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY	•	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use Adjacent to Addenbrooke's Hospital and the Cambridge Biomedical Campus.
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	GG = Development would significantly enhance employment opportunities Site is an employment allocation.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
Capacity	capacity?	Surpius scriooi piaces
	capacity:	Allocation is not for housing.
Distance:	How far is the	G =<400m
Primary	nearest primary	0 = (100111
School	school?	Allocation is not for housing.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	,
		Allocation is not for housing.
TRANSPORT		-
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Potential for links through Biomedical
	the site?	Campus, Addenbrooke's and Bell School
		site.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
	of site)?	The site has access to public transport
		service using the Addenbrooke's Hospital
		public transport hub, located within 600m of
Sustainable	Scoring	the eastern edge of the site. GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	GNEEN = 3core 13-19 Horri 4 chieria below
Score (SCDC)	been developed to	Total score 18
00010 (0000)	consider access to	Total Score To
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		
station		
Frequency of		G = 20 minute frequency (4)
Public		
Transport	_	C 24 to 20 minutes (4)
Public		G = 21 to 30 minutes (4)
transport		Potential for CC via Cuidad Pua
journey time to		Potential for GG via Guided Bus
City Centre Distance for	-	GG = Up to 5km (6)
cycling to City		
Centre		
Distance:	How far is the site	R = >800m.
Railway	from an existing or	
Station	proposed train	Potential for new railway station to serve
	station?	Addenbrooke's and Biomedical Campus
		which would provide for at least an Amber
		score.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate

	highway network,	mitigation.
	where there is	94
	available capacity?	This site does not benefit from direct access to the local highway network; as such the most logical point of access to the site would appear to be via the proposed Cambridge Biomedical Campus Phase 2 development. There is, therefore, a risk that the layout and access strategy for Cambridge Biomedical Campus Phase 2 could prejudice the ability of adequate access to this site being achieved, as such early discussions with the developer of Cambridge Biomedical Campus Phase 2 would be recommended to minimise this risk.
		With regard to rail access, a portion of this site may need to be safeguarded to facilitate the delivery of the proposed Addenbrooke's railway station (which is listed as a scheme in the County Council's Long Term Transport Strategy).
		If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment and Travel Plan.
		Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved Cambridge Biomedical Campus developments. While substantial sustainable transport improvements are identified through the City Deal Programme that may provide some headroom, any Transport Assessment will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on
		and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities.

Site Information Grange Farm CC916

Development Sequence Edge of Cambridge (Broad Location 1)

Site reference number(s): CC916

Consultation Reference numbers: CC916

Site name/address: Grange Farm



Site description: Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

Current use(s): Agriculture and recreation.

Proposed use(s): Residential

Site size (ha): 44.03 South Cambridgeshire:00.00 Cambridge: 44.03

Potential residential capacity: 991-1,486

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural	Would	GREEN = Neutral. Development would not

	1	
Land	development lead to the loss of the best and most versatile agricultural land?	affect grade 1 and 2 land. Majority of site is on Grade 3 land and the remainder is on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts. The site will have a significant adverse impact on air quality due to major transport impact. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? RED = Within or adjacent to an AQMA, M11 or A14. Site less than 1,000 metres from M11. An air quality assessment is essential.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	RED = Significant adverse impacts incapable of appropriate mitigation. The site will be affected by noise from the M11. Part of the site will not be suitable for residential at all. Development of the remainder of the site will require a full noise survey and could merit an amber score. Design and mitigation measures required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site has previous potentially contaminative uses as a result of historic usage. Further contamination assessment is required.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation. Not within SPZ1 or allocation.
BIODIVERSITY	T.,,,,,,	
Designated	Will it conserve	AMBER = Contains or is adjacent to an

011	T		
Sites	protected species		existing site designated for nature
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation.
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
Distantorony	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		magadon
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TPO	infrastructure)?		CDEEN. Cita do so not contain ou adicio
IPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
Green	(TPO)?		AMPED. No significant appartunities or
	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
•	OWNSCAPE AND CU	LIUKAL HEI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Development would compromise the
	character?		openness of the area, interrupting views into
			the historic core, have a negative impact on
			setting and changing the soft green existing
			urban edge.
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – The M11
			corridor is identified as being visually
			detracting and influencing the western
			astrasting and initiationing the western

	<u> </u>	
		boundary of the sector.
		The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.
		The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Development would compromise the openness of the area, interrupting views into the historic core, have a negative impact on setting and changing the soft green existing urban edge.
	development.	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The M11 corridor is identified as being visually detracting and influencing the western boundary of the sector.
		The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.
		The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED RED = Development of this site would have a significant negative impact on the purposes of Green Belt.

- To preserve the unique character of Cambridge – red: site would have a medium impact on compactness;
- Coalescence red: There would be an impact on coalescence by decreasing the distance between the City and Coton;
- Setting of Cambridge red: the setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge:
- Key views of Cambridge red: there are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site;
- Soft green edge red: the existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site:
- Distinctive urban edge green: the existing edge is green. There would be no impact on the distinctive urban edge;
- Green corridors red: There would be a loss of land in a recognised green corridor south of the Coton footpath;
- Green Belt villages red: there would be impact on distribution, physical separation, setting, scale and character of Coton village;
- Landscape with a strongly rural character – red: The landscape is strongly rural despite being on the urban edge, adjacent to West Cambridge and the M11. Development would have a negative impact.

Overall conclusion = red red: development of this site would have a significant negative impact on the purposes of Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the

		sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. This is in sharp contrast to the relationship of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive
		and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Land to the south of the site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site. Site lies approximately 800m west of the Central Conservation Area.
CLIMATE CHAN	<u> </u>	
Renewables	Will it support the	AMBER = Standard requirements for
Reflewables	use of renewable energy resources?	renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	AMBER = Small amount of surface water flooding towards south of the site and where existing watercourses exist. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required in that area.
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the	GREEN. The site is of sufficient size that it
Outdoor Sport	nearest outdoor	would provide outdoor sports facilities

Facilities	sports facilities?	onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	AMBER. Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY	Γ –	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

	T	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
3 11 3	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
, tooossibility	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
	Centre:	employment or is for another non-residential
Employment -	Would	use G = No loss of employment land / allocation
Land		• •
Lanu	development result in the loss of	is for employment development
	employment land, or deliver new	
Utilities	employment land? Will it improve the	AMPER - Significant ungrades likely to be
Otilities	level of investment	AMBER = Significant upgrades likely to be
		required, constraints capable of appropriate
	in key community services and	mitigation
	infrastructure,	
	including	
	communications	
	infrastructure and	
	broadband?	
Education	Is there sufficient	AMPED - School consoity not cufficient
	education	AMBER = School capacity not sufficient,
Capacity		constraints can be appropriately mitigated
	capacity?	
Distance:	How far is the	Green: Site is beyond 800m from nearest
Distance:	How far is the	Green: Site is beyond 800m from nearest
Distance: Primary School	nearest primary	primary school but is large enough to
Primary School	nearest primary school?	primary school but is large enough to provide its own facilities.
Primary School Distance:	nearest primary school? How far is the	primary school but is large enough to
Primary School Distance: Secondary	nearest primary school? How far is the nearest secondary	primary school but is large enough to provide its own facilities.
Primary School Distance: Secondary School	nearest primary school? How far is the	primary school but is large enough to provide its own facilities.
Primary School Distance: Secondary School TRANSPORT	nearest primary school? How far is the nearest secondary school?	primary school but is large enough to provide its own facilities. A =1 to 3 km
Primary School Distance: Secondary School	nearest primary school? How far is the nearest secondary	primary school but is large enough to provide its own facilities.

	accessible near to the site?	would need to be widened and lit to match the existing segregated eastern section of the path. Increased usage of the route via Burrell's Walk into the city will be an issue and an alternative route via Cranmer Rd or the Rugby Club path and West Road (and Queens Green) or Sidgwick Ave with associated cycle improvements will be essential as an alternative. The introduction of a vehicular access route across the Coton footpath will have a major impact on the attractiveness of this route to cyclists.
HQPT	Is there High Quality Public Transport (at edge of site)?	Amber: The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only about a third of the northern part site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		G = Within 600m (4)
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.

		The Highway Authority have reinforced their comments concerning the potential site access constraints if this site is considered in isolation from Sites 921 to the south and the adjoining potential site within South Cambridgeshire Site SC232. Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

Edge of Cambridge (Broad Location 3), **Development Sequence**

Site reference number(s): CC924

Consultation Reference numbers: CC924

Site name/address: Land West of Trumpington Road





Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.

Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields

Proposed use(s): Residential

Site size (ha): 45.30ha Cambridge only:

Potential residential capacity: 1019-1529

LAND		
PDL	Would development make use of previously developed	RED = Not on PDL

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Approximately 75% of the site (33 hectares) is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	1	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = The development will have a significant adverse impact in air quality due to increased traffic. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. Site adjacent to major road. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
	Will it conserve	AMRED - Contains or is adjacent to an
Designated Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	locally designated		
	sites)		
Biodiversity	sites) Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
	connectivity between green infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, T	OWNSCAPE AND CU	LTURAL HEI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor.
			UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the

Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge. RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the
		M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED RED = Development on the entire proposed area would have a severe negative impact. To preserve the unique character of Cambridge – amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City; Coalescence – amber: There would be some effect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road; Setting of Cambridge – red: There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor; Key views of Cambridge – red: There would clear views to the development from Grantchester Meadows and the river corridor which would disrupt views of historic and collegiate core of the City; Soft green edge – red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred; Distinctive urban edge – green: The existing urban edge is rural in nature; Green corridors – red: The site severely impacts on the river green corridor;

		 Green Belt villages – green: No impact; Landscape with a strongly rural character – red: The landscape has a rural character despite being on the urban edge. Overall conclusion = red, red: Development on this site has potential to have a severe negative impact. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study. The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
CLIMATE CHANG		AMPED CO. L.
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply

Flood Dist	\\\/\!\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Ambour Fainhraige Historia and a conference to the
Flood Risk	Will it minimise risk to people and property from	Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on
	flooding, and	achievable site densities as greater level of
	account for all	green infrastructure required.
	costs of flooding	green minden detaile required.
	(including the	
	economic,	
	environmental and	
	social costs)?	
	AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
Distance:	space? How far is the	GREEN. The site is of sufficient size that it
Outdoor Sport	nearest outdoor	would provide outdoor sports facilities
Facilities	sports facilities?	onsite.
1 dollities	Sports radiities:	orisite.
Distance: Play	How far is the	GREEN. The site is of sufficient size that it
Facilities	nearest play space	would provide play space for children and
	for children and	teenagers onsite.
	teenagers?	
Cympy	M/ill it may ide for	AMPED. No Import
Gypsy & Traveller	Will it provide for the	AMBER = No Impact
Traveller	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	AMBER. Approximately 10% of the site is
District or Local	from the nearest	within 400-800m (as the crow flies) of
Centre	District or Local	Grantchester Street, Newnham local centre.
	centre?	An additional 10% is within 400-800m of
		Trumpington local centre. The remaining
		80% of the site is beyond 800m of a local centre. The site has been scored amber as
		it is large enough to support a new local
		centre.
Distance: City	How far is the site	A =400 - 800m
Centre	from edge of	
- · · ·	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R =>800m. Third of site within 800m,
Service	nearest health	remainder beyond 800m from nearest
3333	centre or GP	health centre or GP service.
	service?	
Kov Loool	Will it improve	AMPED - No impost on facilities (or
Key Local Facilities	Will it improve quality and range	AMBER = No impact on facilities (or satisfactory mitigation proposed).
i aciiiles	quality and range	sausiaciony minganon proposed).

	of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres. The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in key community services and infrastructure, including communications infrastructure and broadband?	mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ODEEN Droubling them to the
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN. Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City		GG = Up to 5km (6)

Centre		
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

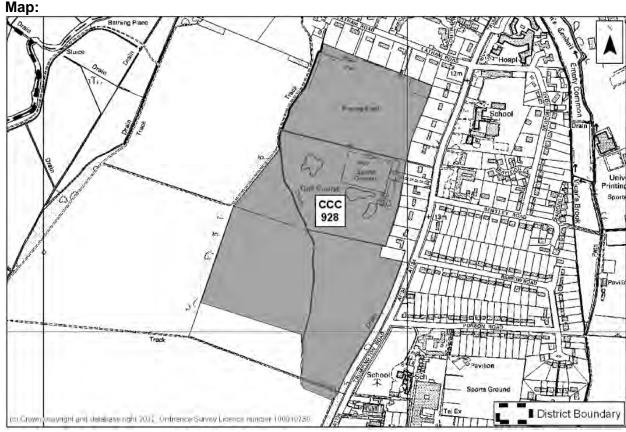
Edge of Cambridge (Broad Location 3), **Development Sequence**

Site reference number(s): CC928

Consultation Reference numbers: CC928

Site name/address: Trumpington Road West Amended





Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.

Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields

Proposed use(s): Residential

Site size (ha): 32.8ha Cambridge only:

Potential residential capacity: 1,107

LAND			
PDL	Would development make use of previously developed		RED = Not on PDL

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Approximately 60% of the site (20 hectares) is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = significant impact. An air quality assessment would be required.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Amber: Site adjacent in part to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY Designated	Will it conserve	AMBER - Contains or is adjacent to an
Designated Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	locally designated		
Biodiversity	sites) Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, T	OWNSCAPE AND CU	LTURAL HEI	RITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. There would be slight negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road. This could be mitigated if development was restricted. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape.
			It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the

		River Cam corridor. Trumpington Road is
		considered to be Distinctive townscape that
		is important in the approach to Cambridge.
Townscape	Will it maintain and	RED = Significant negative impact on
	enhance the	townscape character, no satisfactory
	diversity and	mitigation measures possible.
	distinctiveness of	
	townscape	UPDATE INNER GREEN BELT
	character, including	BOUNDARY STUDY 2015 – This sub area
	through	is considered to be Supportive landscape.
	appropriate design and scale of	It forms the rural landscape setting to Cambridge in views from the west and
	development?	south west, and provides separation
	development:	between the edge of Cambridge and the
		M11. It also forms part of the setting for the
		River Cam corridor. Trumpington Road is
		considered to be Distinctive townscape that
		is important in the approach to Cambridge.
Green Belt	What effect would	RED = Significant negative impact on
	the development of	Greenbelt purposes
	this site have on	To a grand the continue about a stant
	Green Belt	To preserve the unique character of Combridge amber. The site would
	purposes?	Cambridge – amber: The site would extend the edge of the city southward
		and would have some impact on the
		compactness of the City;
		Coalescence – amber: There would be
		some effect on coalescence as
		development closes the rural gap
		between the City and Trumpington on
		the western side of Trumpington Road;
		 Setting of Cambridge – amber: There
		would be slight negative impact to the
		setting of the City by changing the rural
		nature of the west side of Trumpington
		Road. This could be mitigated if development was restricted;
		Key views of Cambridge – amber: Views
		into and out of the site are screened by
		vegetation and landform. However there
		may be a visual impact on the area;
		Soft green edge – red: The existing high
		quality, rural, soft green edge would be
		negatively impacted if development
		occurred;
		Distinctive urban edge – green: The
		existing urban edge is rural in nature;
		Green corridors – red: Land to the west
		of the site is a green corridor, but there
		would be no loss of land. However,
		there may be a significant negative visual impact;
		Green Belt villages – amber: There
	1	- Oreen Deit villages – ambet. Mete

would be an impact on distribution, physical separation, setting, scale and character of Green Belt villages; Landscape with a strongly rural character – amber: The landscape has a rural character despite being on the urban edge. However, the current sports uses lessen the rural characteristics. Overall conclusion = red: Development on this site has potential to have a negative impact on the Green Belt although the site is well screened by vegetation and partially protected by landform. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city. with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. Heritage Will it protect or AMBER = Approximately a third of the site is within the Southacre Conservation Area. enhance sites. features or areas of This northern section of the site is historical. designated within the boundary of the archaeological, or Conservation Area because it provides an cultural interest open and green setting to the large dwellings in substantial plots immediately (including conservation north and east which front Latham Road areas, listed and Trumpington Road respectively. buildings, Mitigation measures would need to be very carefully considered and developed, registered parks and gardens and including the use of generous landscape and buffering, low building heights, low scheduled monuments)? density approach to development. sympathetic use of building materials and design, etc.

OLIMATE OLIAN		The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected. Almost every dwelling north of the and on the south side of Latham Road is a Building of Local Interest. Mitigation of the impact on these BLI's would require very careful consideration.
CLIMATE CHAN		LAMBER OF THE STATE OF
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	AMBER. Most of the site is further than 800m from local centres at Trumpington and Granchester Street. The site has been scored amber as it is probably large enough to support its own facilities.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	A =400 - 800m

Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping Employment - Accessibility	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? How far is the nearest main	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy. How far is the nearest main employment centre?
Employment -	employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use G = No loss of employment land / allocation
Land	development result	is for employment development

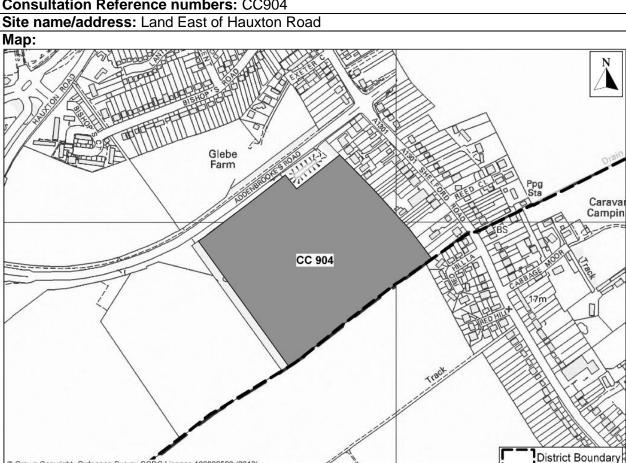
	1	
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
= 1	broadband?	AMPED OIL III III III III III III III III III
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Distance:	How far is the	A =1 to 3 km
Secondary	nearest secondary	
School	school?	
TRANSPORT	00110011	
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN. Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus		GG = Within 400m (6)
Distance: bus stop / rail station Frequency of		GG = Within 400m (6) GG = 10 minute frequency or better (6)

Public Transport		
Public transport		GG = 20 minutes or less (6)
journey time to		, ,
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		
Centre		
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	
	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation. Technically it would be possible
	where there is	to provide access, but the site does not abut
	available capacity?	the adopted public highway and third part
		land appears to lay between it and the
		highway
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information e.g. Edge of Cambridge (Broad Location 5) **Development Sequence**

Site reference number(s): CC904

Consultation Reference numbers: CC904



Site description: The site comprises large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees. The rear gardens of houses fronting Shelford Road are lined by a mature hedge with scattered trees.

Current use(s): Agricultural.

Proposed use(s): Residential.

Site size (ha): Cambridge: 9.22

Potential residential capacity: 310

© Crown Copyright, Ordnance Survey SCDC Licence 100022500 (2012)

LAND		
PDL	Would	RED = Not on PDL
	development make	

	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land.
Land	development lead	Agricultural land of high grade (i.e.
	to the loss of the	Agricultural Land Classification Grade 2.
	best and most	Agricultural Earla Glacomoation Grado 2.
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	Amber: Despite this proposal not being
7 iii Quality	development of the	adjacent to an Air Quality Management
	sites result in an	Area, there is a potential for an increase in
		· · · · · · · · · · · · · · · · · · ·
	adverse	traffic and static emissions that could affect
	impact/worsening	local air quality. More information is required
	of air quality?	for this location, particularly details for air
		quality assessment and a low emission
		strategy.
AQMA	Is the site within or	AMBER = <1000m of an AQMA, M11 or
	near to an AQMA,	A14. The submitted site is relatively close to
	the M11 or the	the M11 and the A1309.
	A14?	and and and recool
Pollution	Are there potential	AMBER = Adverse impacts capable of
1 Ollution	odour, light, noise	adequate mitigation. The site frontage to the
	and vibration	Addenbrooke's Road will be the noisiest
	problems if the site	part of the site. Noise assessment and
	is developed, as a	potential noise mitigation needed.
	receptor or	
	generator	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
	,	
Contamination	Is there possible	GREEN = Site not within or adjacent to an
3 2 1 1 2 1 1 2 1 2 1 2 1	contamination on	area with a history of contamination
	the site?	area with a motory of contamination
Water	Will it protect and	CDEEN - No impact / Canable of full
vvalei	i vviii ii brotect and	GREEN = No impact / Capable of full
Î.	•	
	where possible	mitigation
	where possible enhance the quality	miligation
	where possible enhance the quality of the water	miligation
	where possible enhance the quality	miligation
BIODIVERSITY	where possible enhance the quality of the water	miligation
BIODIVERSITY Designated	where possible enhance the quality of the water	GREEN = Does not contain, is not adjacent
	where possible enhance the quality of the water environment?	
Designated	where possible enhance the quality of the water environment? Will it conserve protected species	GREEN = Does not contain, is not adjacent to designated for nature conservation or
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species,
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites designated for	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species,

	T		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		ga.io.i
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TDO	infrastructure)?		AMPED And the second second second second
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation.
	adjacent protected		None on site but some close to eastern
	by a Tree		boundary.
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
LANDSCAPE, TO	OWNSCAPE AND CU	LTURAL HEI	RITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		•
	landscape		Development would extend the urban edge
	character?		westward, but because the site is on high
			ground, development would have a severe
			adverse impact on the setting of the City.
			daveree impact on the county of the only?
			UPDATE INNER GREEN BELT
			UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The majority of
			BOUNDARY STUDY 2015 – The majority of
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However,
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the
			BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable

		for this new urban edge and is therefore now categorised as supportive. The southern part of the sector is, as previously, connective. The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	AMBER = negative impact on townscape character, incapable of mitigation. The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the distinctive character of the city. The northern part of the sector forms the setting for this new urban edge and is therefore now categorised as supportive. The southern part of the sector is, as previously, connective. The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED = Significant negative impact on Greenbelt purposes To preserve the unique character of Cambridge – red: Extending the urban edge to the south of the Addenbrooke's Road at this location would not affect the compact nature of the city. Coalescence – green: The development extends the envelope of Shelford Road westward, but would not cause coalescence harm; Setting of Cambridge – red: Development would extend the urban edge westward, but because the site is on high ground, development would have a severe adverse impact on the setting of the City; Key views of Cambridge – green: Minor impact on views; Soft green edge – amber: Development would extend the urban edge westward. If development were restricted to low

level, low density a soft green edge could mitigate. Distinctive urban edge – amber: The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated: Green corridors – green: The development site is not close to a green corridor: Green Belt villages – green: No impact on Green Belt villages; Landscape with a strongly rural character – amber: The landscape is not strongly rural, but there is a definite urban edge which should be preserved. Adequate mitigation would not be possible unless development restricted to low level, low density. Overall conclusion = red: The development site is on higher, open land and visible from areas to the west, south and southeast. Overall there would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City. **UPDATE INNER GREEN BELT** BOUNDARY STUDY 2015 - The majority of this sector (sub area 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. However, sub area 8.2 plays a limited role in the Green Belt due to its enclosed nature and its close relationship with existing built form along Cambridge Road. Heritage Will it protect or AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings enhance sites. and features, with potential for negative features or areas of

	historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	impacts capable of appropriate mitigation. Cropmark remains of later prehistoric settlement to immediate south. Roman villa complex 500m west. Iron age settlement remains excavated at Glebe Farm to north. A programme of archaeological works should be undertaken prior to any planning application.
CLIMATE CHAN	,	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite. Assumes minimum on-site provision to adopted plan standards is provided onsite.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m

(or
•
ot lead to
es or
on possible
togration
tegration ated from
enbrooke's
& Ride site
Great
to the 40%
as within
x of
port the
ntres
loyment

employment centre? AMBER = 1-3km	
Conde:	
Employment - Would G = No loss of employment land /	allocation
Land development result is for employment development	anocation
in the loss of	
employment land,	
or deliver new	
employment land?	
Utilities Will it improve the AMBER = Significant upgrades lik	alv ta ba
level of investment level, constraints capable of approximation and approximation an	
in key community in the strict of the strict	ppropriate
services and	
infrastructure,	
including	
communications	
infrastructure and	
broadband?	
Education Is there sufficient AMBER = School capacity not suf	ficient
Capacity education constraints can be appropriately m	
capacity?	ga.ro a
Distance: How far is the R =>800m	
Primary School nearest primary	
school?	
Distance: How far is the A =1 to 3 km	
Secondary nearest secondary	
School school?	
TRANSPORT	
Cycle Routes What type of cycle AMBER. Only if there is a formal of	_
routes are Addenbrooke's Road to link to the	
accessible near to path and Glebe Farm/ Clay Farm	
the site? direct link to Shelford Road from the	ne south
of the site.	
LIODT In the sea High	
HQPT Is there High GREEN = High quality public trans	sport
Quality Public service	
Transport (at edge of site)?	
or site):	
Sustainable Scoring RED = Score 0-4 from 4 criteria be	elow
Transport Score mechanism has AMBER = Score 5-9 from 4 criteria	
(SCDC) been developed to YELLOW = Score 10-14 from 4 cr	
consider access to	
and quality of GREEN = Score 15-19 from 4 crite	eria below
public transport, DARK GREEN = Score 19-25	2.14 2010
and cycling. Scores	
determined by the	
four criteria below.	
Distance: bus R= Beyond 1000m (0)	
stop / rail station A = Within 1000m (2)	
0 = Within 800m (3)	
G = Within 600m (4)	

		GG = Within 400m (6)
Frequency of Public Transport		R= Less than hourly service (0) A = Hourly service (2) 0 = 30 minute frequency (3) G = 20 minute frequency (4) GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		R= Greater than 50 minutes (0) A = 41 to 50 minutes (2) 0 = 31 to 40 minutes (3) G = 21 to 30 minutes (4) GG = 20 minutes or less (6)
Distance for cycling to City Centre		R= 20km + (0) A = 15k m to 20km (2) 0 = 10km to 15 km (3) G = 5km to 10km (4) GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

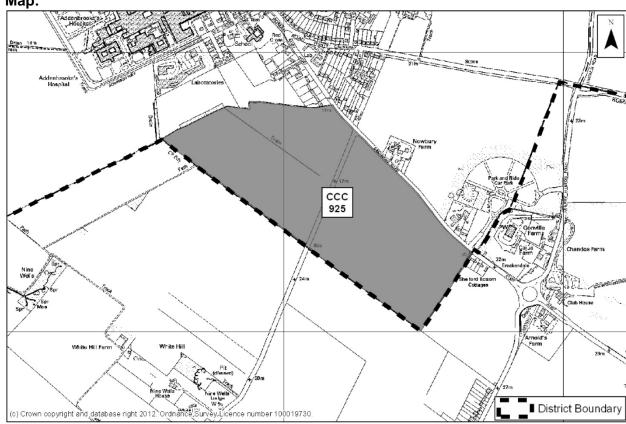
Edge of Cambridge (Broad Location 6), **Development Sequence**

Site reference number(s): CC925

Consultation Reference numbers: CC925

Site name/address: Land South of Addenbrookes and Southwest of Babraham Road

Мар:



Site description: Large agricultural fields split by Granham's Road. To the north is Queen Edith's Ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham park and ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

Current use(s): Agriculture

Proposed use(s): Residential

Site size (ha): 0.00 ha South Cambridgeshire: 39.80ha Cambridge

Potential residential capacity: 896-1343

LAND		
PDL	Would development make use of previously developed	RED = Not on PDL AMBER = Partially on PDL GREEN = Entirely on PDL

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Majority of site on Grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts. The site is large enough to have a significant adverse impact on air quality from traffic generation particularly as close to Addenbrookes. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14. The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes. More than 1000 metres from an AQMA, M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. Site adjacent to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site has former potentially contaminative activities. Further assessment is required.
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation

	environment?		
BIODIVERSITY	- CHANGE HINDER		
Designated Sites	Will it conserve		AMBER = Contains or is adjacent to an
Sites	protected species		existing site designated for nature
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature conservation		appropriate mitigation
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
,	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		3
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TPO	infrastructure)? Are there trees on		AMBER = Any adverse impact on protected
IFO	site or immediately		trees capable of appropriate mitigation.
	adjacent protected		trees capable of appropriate finingation.
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
	OWNSCAPE AND CU	LIURAL HEI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and distinctiveness of		mitigation measures possible.
	landscape		The proposed development site would
	character?		extend the urban edge south-westward
	CHATACICH!		making it visible from all direction. The
			development would have a severe negative
			impact on the setting of the city.
			UPDATE INNER GREEN BELT

		BOUNDARY STUDY 2015 – All of this sector is identified as supportive landscape. Much of it lies on the lower foothills of the Gog Magog Hills, which are an important feature of the setting of Cambridge in their own right and also form the backdrop in views out of and across the city. The Gog Magog Hills are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. White Hill in sub area 10.3 is a particularly noticeable expression of this landform. The flatter land in the northern and eastern parts of this sector forms part of the rural foreground to the city as seen in elevated views from the south east. This study did identify that limited development in the northern and eastern parts of the sector could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out in the study. This means that the northern part of this site (north of Granhams Road) scores an amber. The southern part of the site continues to score a red.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of	The urban edge of the city here is not distinctive and development would not harm it.
	development?	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – All of this sector is identified as supportive landscape. Much of it lies on the lower foothills of the Gog Magog Hills, which are an important feature of the setting of Cambridge in their own right and also form the backdrop in views out of and across the city. The Gog Magog Hills are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. White Hill in sub area 10.3 is a particularly noticeable expression of this landform. The flatter land in the northern and eastern parts of this sector forms part of the rural foreground to the city as seen in elevated

		views from the south east.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED RED = Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views. • To preserve the unique character of Cambridge – red: Development extending southeast to the P&R would take the urban edge much further into the countryside and would have an adverse effect on the compact nature of the city; • Coalescence – green: The site straddles Granham's Road to the south of Addenbrooke's Hosp. There would be no coalescence; • Setting of Cambridge – Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views; • Key views of Cambridge – Red: The proposed development site would extend the urban edge south-westward making it visible from all direction. The development would have a severe negative impact; • Soft green edge – red: The proposals would take the urban edge to far southwest. The existing soft green edge would be negatively impacted if development occurred on the site; • Distinctive urban edge – green: There is no distinctive urban edge – green: There is no distinctive urban edge; • Green corridors – green: There would be no loss of land associated with a recognised green corridor; • Green Belt villages – green: The proposed development would not have effect on Green Belt villages; • Landscape with a strongly rural character – red: The landscape is strongly rural despite being near the urban edge. Development would have a severe negative impact.
		of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.
		UPDATE INNER GREEN BELT

		BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south of Cambridge, forming the most westerly extent of the foothills of the Gog Magog Hills, which form the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present, as well as ensuring that Cambridge and Great Shelford do not further coalesce. The sector is also important to the green approaches to the city from the south, along the railway and Babraham Road, and the rural setting of Great Shelford. This study did identify that limited development in the northern and eastern parts of the sector could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out in the study. This means that the northern part of this site (north of Granhams Road) scores an amber. The southern part of the site continues to score a red, red. However, it should be noted that the northern part of Site CC925 is in flood zone 3 and as such would be unsuitable for residential development.
6	\A/: :4	
h	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
CLIMATE CHANGE	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? E	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
CLIMATE CHANGE	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? E Will it support the	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation AMBER = Standard requirements for
CLIMATE CHANGE Renewables	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? E Will it support the use of renewable	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
CLIMATE CHANGE Renewables	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? E Will it support the	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation AMBER = Standard requirements for

	property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	mitigation required which could impact on achievable site densities as greater level of green infrastructure required. The northern part of the site is also located within Flood Zone 3 and as such would score a red for fluvial flood risk.
	AND WELL BEING	LODEEN
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	Amber: Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs	AMBER = No impact on facilities (or satisfactory mitigation proposed).

	etc?)	
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	Green: Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Wulfstan Way, but this is a considerable distance. The distance to Wulfstan Way would mean that a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use. 75% of site is within 1km of an employment centre.
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

	broadband?	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Amber. Site is over 800m from nearest primary school but is large enough to make its own provision
Distance: Secondary School	How far is the nearest secondary school?	Amber. Site is between 1 and 3km from nearest secondary school.
TRANSPORT		AMPED ALL III III III III III III III III III
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. Amber: provided there are good links to the Bell School cycle links to Red Cross Lane and up to Long
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Amber. The top 10% of the site Is within 300m of high quality public transport. The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		A = Within 800m (3)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		G = 21 to 30 minutes (4)
Distance for cycling to City Centre		GG = Up to 5km (6)

Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

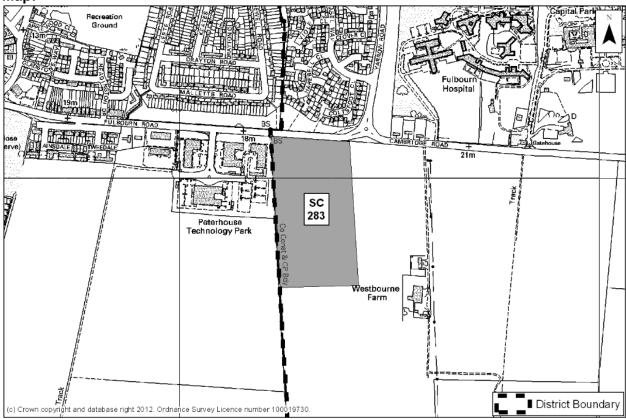
Development Sequence Edge of Cambridge (Broad Location 7)

Site reference number(s): SC283

Consultation Reference numbers: SC283

Site name/address: Land south of Cambridge Road Fulbourn, Cambridge

Map:



Site description: Arable fields, some with hedges and trees, to the south of Cambridge Road. The land rises up to the south towards the Gog Magog Hills. Overlaps SHLAA site 911 in Cambridge. Adjoins sites 283.

Current use(s): Agriculture Arable Crop

Proposed use(s): Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge comprising approximately 2829 dwellings, R&D employment, neighbourhood centre and public open space (24.92 hectares is in South Cambridgeshire, provisionally 712 dwellings)

Site size (ha): South Cambridgeshire: 6.62 ha

Potential residential capacity: 132-199

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	

	<u> </u>	
	developed	
	land?	
Agricultural	Would	Amber: Approximately 75% of site (5ha) on
Land	development lead	Grade 2 with the remainder on urban land.
	to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Willicials	sterilisation of	safeguarded area.
	economic mineral	Salegualueu alea.
DOLLUTION.	reserves?	
POLLUTION	T	
Air Quality	Would the	AMBER = Site lies near source of air
	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	
	impact/worsening	
	of air quality?	
	J. S	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
710,1171	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	
	A14?	A14. Major Development Environmental
		Impact Assessment required to assess
		likely major transport impact. Outside the Air
		Quality Management Area but air quality
		assessment required. More than 1000m
		from an AQMA, M11 or A14.
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation. The North of the site is
	and vibration	close to Cambridge Road. Traffic noise will
	problems if the site	need assessment in accordance with PPG
	is developed, as a	24 and associated guidance. The impact of
	receptor or	existing noise on any future residential in
		this area is a material consideration in terms
	generator	
	(including	of health and well being and providing a
	compatibility with	high quality living environment. However
	neighbouring	residential use is likely to be acceptable with
	uses)?	careful noise mitigation.
Contamination	Is there possible	Amber: Part of this site is adjacent to an
	contamination on	area of unknown filled land. This could be
	the site?	dealt with by condition.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	SHVIIOTIIIIOTE:	<u> </u>
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites		
Siles	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing

	designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		protected species and impacts capable of appropriate mitigation. Adjoins the Gog-Magog SSSI to the south. County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure. The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
·	OWNSCAPE AND CU	LTURAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting;

		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector is all assessed to be supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to Fulbourn and Fulbourn Hospital.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	AMBER = negative impact on townscape character, incapable of mitigation. While there would be very limited impact on
	townscape character, including through appropriate design	the urban edge of Cambridge, the proposed development may have an effect on Fulbourn Hospital.
	and scale of development?	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector is all assessed to be supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to Fulbourn and Fulbourn Hospital.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Greenbelt purposes. The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt.
		 To preserve the unique character of Cambridge – red: The visibility of the site would worsen the negative effect on perception of City as compact; Coalescence – amber: The proposed development site would extend up the easternmost slope of the Gog Magog hills. There would be effect on coalescence;

Setting of Cambridge – red: The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting; Key views of Cambridge – red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site: Soft green edge – red: The existing soft green edge would be negatively impacted: Distinctive urban edge – green: No effect on distinctive urban edge; Green corridors – green: Site is not close to recognised green corridor; Green Belt villages - amber: The proposed development may have an effect on Fulbourn Hospital; Landscape with a strongly rural character – amber: The site has a rural character but the technology park has eroded it slightly. Impact could be mitigated. Overall conclusion – red: The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt. **UPDATE INNER GREEN BELT** BOUNDARY STUDY 2015 - This sector plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital. AMBER = Site contains, is adjacent to, or Will it protect or Heritage

	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Abuts Fulbourn Hospital Conservation Area. Adverse effect to setting of Conservation Area due to loss of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital. Numerous Bronze Age ring barrows area known in the vicinity. The War Ditches Iron Age defensive site is located to the east and the line of the Via Devana Roman road forms the southern site boundary. Further information would be necessary in advance of any planning application for this site.
CLIMATE CHAN	 GF	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	Green: No obvious constraints that prevent the site providing minimum on-site provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact

Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m. Half the site is within 400-800m (as the crow flies) of Cherry Hinton High Street local centre with the remainder beyond 800m.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m. Half the site is within 800m of a GP service with the remainder beyond 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	RED. Site is isolated from existing communities with limited opportunities to facilitate community integration.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and	GREEN = No effect or would support the vitality and viability of existing centres

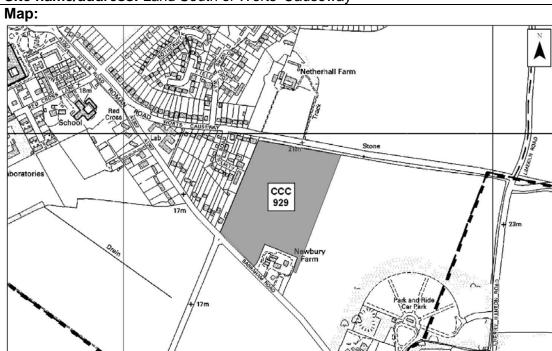
	local centres?	
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	G =<400m
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	DARK RED = no cycling provision and traffic speeds >30mph with high vehicular traffic volume. This end of Fulbourn Rd has no cycling provision and speeds can be even higher and cyclists will need to cross the busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	Amber: Access to HQPT as defined in part but over 400m away. Site is within 400m of other bus services that link the site to the City Centre and other areas.
Sustainable Transport Score	Scoring mechanism has	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below

(SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport) GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		A = 31 to 40 minutes (3)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road
Site reference number(s): CC929	

Consultation Reference numbers: GB2

Site name/address: Land South of Worts' Causeway



Site description: Arable open field south of Worts' Causeway and north of Babraham Road.

■ District Boundary

Current use(s): Agriculture

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 0 Cambridge: 6.8

Potential residential capacity: 230

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead	AMBER = Minor loss of grade 1 and 2 land
	to the loss of the best and most	Approx. half (3.4ha) of the site is on Grade 2 land with the remainder on urban land.

	.vorootilo	
	versatile	
Minanda	agricultural land?	ODEEN. Cita is not within an allocated on
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	T	
Air Quality	Would the	AMBER = Site lies near source of air
	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	
	impact/worsening	
	of air quality?	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
/ VOIVI/ V	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Site adjacent in part to a major road and to
	is developed, as a	a busy access road. Frontages will be the
	receptor or	noisiest part of the site from the road. Plant
	generator	at existing farm and possible commercial
	(including	building to the west, may also impact on
	compatibility with	proposed residential. Some uses
	neighbouring	particularly industrial could affect existing
	uses)?	residential. Noise assessment and potential
	,	mitigation measures required.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A contamination assessment is required.
		Site has been used for agricultural
	1	purposes.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	NAPH 1	LAMBER O ()
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	
	interest, and	Site adjacent to Netherhall Farm Meadow
	geodiversity?	County Wildlife Site and Worts' Causeway
	(Including	Protected Roadside Verge. Sites potentially

	International		vulparable if above as to svisting
	International and		vulnerable if changes to existing
	locally designated		management are proposed.
	sites)		005511
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links
	enhance		
	native species, and		Double hedgerow and verge along northern
	help deliver habitat		boundary with Worts' Causeway is of
	restoration (helping		particular ecological value.
	to achieve		
	Biodiversity Action		As with other arable sites this area is likely
	Plan targets, and		to support declining farmland bird species
	maintain		such as Grey partridge and Corn Bunting.
	connectivity		Such as City partiage and Com Banting.
	between green infrastructure)?		
TDO	,		CDEEN City does not contain an adjuly
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		Site already has permissive access allowing
	and access to		access to the area of Farmland identified in
	green		the Cambridgeshire Green Infrastructure
	infrastructure?		Strategy 2011. Potential to be beneficial if
			limited development could deliver wider GI
			vision for the area.
LANDSCAPE, TO	OWNSCAPE AND CU	LTURAL HEI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
Landodapo	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
			improvementoj
	landscape character?		Dovolonment of this site will need to include
	Character?		Development of this site will need to include
			considerable landscape enhancement in
			order to ensure that a strong and defensible
			Green Belt boundary is created.
			LIBBATE INNER OBSEST DELT
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – While the
			report notes that the whole of sector 11 is
			assessed as supportive landscape, it also
			notes that limited development on the
			relatively flat ground in the western parts of
			the sector, in both sub areas 11.1 and 11.2,
			in which GB1 and GB2 are located, could
			be undertaken without significant long-term
			harm to Green Belt purposes subject to the
	1		nami to orden beit purposes subject to the

		early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Greenbelt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge eastward and would have an impact on compactness; Coalescence – Green: There would be no coalescence issues related to this site; Setting of Cambridge – Amber: The setting of the City could be maintained if develop were restricted to 2-storey and include landscape buffer areas; Key views of Cambridge – Amber: Views of the site from the west are partially screened by existing vegetation to the west of the site; Soft green edge - Amber: There is a lesser quality existing soft green edge to Alwyne Road (garden boundaries) which could be replicated and improved

- to the west of the site;
- Distinctive urban edge Green: No effect on distinctive urban edge;
- Green corridors Green: There would be no loss of land associated with a recognised green corridor;
- Green Belt villages Green: The proposed development would not affect Green Belt villages;
- Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate.

Overall amber: although development of the site would negatively affect Green belt purposes there would be opportunities to mitigate.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:

 The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.

city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance. Heritage Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? CLIMATE CHANGE Renewables Will it support the use of renewable energy resources? Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: How far is the nearest outdoor sports facilities? CREEN =<1km; or allocation is not housing				A wall vagatated post group adapts the	
enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? CLIMATE CHANGE Renewables Will it support the use of renewable energy resources? Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities How far is the nearest outdoor sports facilities? within the setting of such sites, buildings and features, with potential for nepative impacts capable of appropriate mitigation Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. MBER = Standard requirements for renewables would apply and property from flooding. Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing				 on the retained Green Belt, thus minimising the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of 	
enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? CLIMATE CHANGE Renewables Will it support the use of renewable energy resources? Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities How far is the nearest outdoor sports facilities? within the setting of such sites, buildings and features, with potential for nepative impacts capable of appropriate mitigation Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should be required. MBER = Standard requirements for renewables would apply and property from flooding. Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing	11. 26	AAPH 's s		AMPED ON A STATE OF	
Renewables Will it support the use of renewable energy resources? Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Will it support the use of renewable send apply AMBER = Standard requirements for renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing	Heritage	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled		within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Extensive late prehistoric and Roman cropmarked sites known. A predevelopment archaeological survey should	
use of renewable energy resources? Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Will timinimise risk to people and property from flooding, and flooding. Sairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing GREEN =<1km; or allocation is not housing	CLIMATE CHAN				
Flood Risk Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Will it minimise risk to people and property from flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing on the site of the site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite STATE OF TAIL STATE OF	Renewables	use of renewable		•	
Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Will it increase the quantity and quality of publically accessible open space? Space: Outdoor Sport Facilities GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision. GREEN = <1km; or allocation is not housing	Flood Risk	to people and property from flooding, and account for all costs of flooding (including the economic, environmental and		Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure	
quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Quantity and quality of publically accessible open space? No obvious constraints that prevent the site providing full onsite provision. GREEN =<1km; or allocation is not housing or allocation is not housing or allocation.	HUMAN HEALTH AND WELL BEING				
Distance: How far is the Outdoor Sport Facilities Sports facilities? GREEN =<1km; or allocation is not housing GREEN in the nearest outdoor sports facilities?	Open Space	quantity and quality of publically accessible open		provision to adopted plan standards is provided onsite No obvious constraints that prevent the site	
Distance: Play How far is the	Outdoor Sport	nearest outdoor			
Distance. Flay How lat is the AMBER = 400 -00011	Distance: Play	How far is the		AMBER =400 -800m	

Facilities	nearest play space for children and teenagers?	
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration, possibly in conjunction with site CC930 (GB1) to the north.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of

	doprivation	 Multiple Deprivation 2010
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	Site in Queen Edith's LSOA 7995: 3.99
	Kings Hedges?	Site in Queen Editins ESOA 1995. 5.99
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Shopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of existing centres
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Wulfstan
	of Cambridge,	Way, but this is greater than 800m away.
	town, district and	The development of the site is unlikely to
	local centres?	have an impact on the existing hierarchy,
	local contros:	but the site would have relatively poor
		access to local shopping.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
7 (00000IDIIIty	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
	Contro.	employment or is for another non-residential
		use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Improvements to utilities required. The
	including	developer will need to liaise with the
	communications	relevant service provider(s) to determine the
	infrastructure and	appropriate utility infrastructure provision.
	broadband?	
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
		Expect appropriate education provision to
		be made for. For smaller sites this is likely
		to be off site.
Distance:	How far is the	R =>800m
Primary School	nearest primary	N -/000III
Timary Contool	school?	
	33,1331.	
Distance:	How far is the	A =1 to 3 km

Secondary School	nearest secondary school?	
TRANSPORT	CONTOON.	
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered.
HQPT	Is there High Quality Public Transport (at edge of site)?	RED = Service does not meet the requirements of a high quality public transport (HQPT)
	or site):	Site is more than 500m from a bus route. Service does not meet the requirements of HQPT.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		G = Within 600m (4)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		G = 21 to 30 minutes (4)
Distance for cycling to City Centre		GG = Up to 5km (6) 3.55km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The site has direct access from Babraham Road, but third party land appears to separate the site from Worts' Causeway.

		This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
		A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts' Causeway. The development surrounds Cherry Hinton Road/ Limekiln Hill Road and these existing adopted public highways may require improvement/ alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road/Babraham Road junction.
Non-Car Facilities	Will it make the transport network	AMBER = No impacts
i aciiiles	safer for public	
	transport, walking	
	or cycling facilities?	

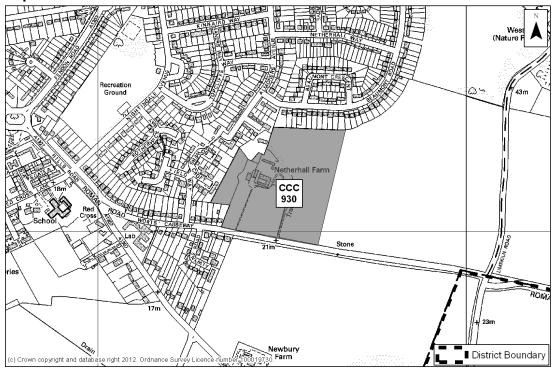
Site Information	
Development Sequence	e.g. Edge of Cambridge (Broad Location 7 – Land between Babraham Road and Fulbourn Road)

Site reference number(s): CC930

Consultation Reference numbers: GB1

Site name/address: Land north of Worts' Causeway

Мар:



Site description: Arable open fields, meadow and farm buildings north of Worts' Causeway.

Current use(s): Farm buildings and agriculture.

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 0 Cambridge: 7.33

Potential residential capacity: 247

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the	AMBER = Minor loss of grade 1 and 2 land Approximately half (3.4ha) of the site is on

	best and most versatile agricultural land?	Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. An air quality assessment would be
	of air quality?	required.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Noise issues – the frontage will be the noisiest part of the site from the road. If the existing farm is to remain, noise from plant at the farm may affect proposed residential development. Noise assessment and potential noise mitigation needed.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. The site has been used for agricultural purposes.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity?	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site includes Netherhall Farm Meadow which is a valuable County Wildlife Site, and

	1		
	(Including International and locally designated sites)		Worts' Causeway Protected Roadside verge. Meadow site potentially vulnerable if changes to existing management are proposed. Scope for some reconfiguration and mitigation. Potential to create chalk/neutral grassland and perhaps GI enhancement. Need to reduce developable site area from 7.84ha to 7.33 ha to allow for appropriate mitigation.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation If Netherhall Farm Meadow is removed from
	help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green		the development site. As with other arable sites, this area is likely to support declining farmland bird species such as Great Partridge and Corn Bunting.
TPO	infrastructure)? Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Amber: If Netherhall Farm Meadow is removed from the development site. Site
LANDOGER	green infrastructure?	TUDAL	identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the area.
	OWNSCAPE AND CU	LIUKAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
	landscape character?		Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created.
			UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is

		assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Green Belt purposes To preserve the unique character of Cambridge – red: Development would extent the urban edge eastwards and would have an impact on compactness; Coalescence – green: There would be no coalescence issues related to this site; Setting of Cambridge – amber: the setting of the city could be maintained if development were restricted to 2-storey

- and included landscape buffers;
- Key views of Cambridge amber: views of the site from the west are partially screened by existing vegetation to the west of the site;
- Soft green edge amber: there is a lesser quality existing soft green edge to Beaumont Road (garden boundaries) which could be replicated and improved to the west of the site;
- Distinctive urban edge green: no effect on distinctive urban edge;
- Green corridors green: there would be no loss of land associated with a recognised green corridor;
- Green Belt villages green: the proposed development would not affect Green Belt villages;
- Landscape with a strongly rural character – amber: the landscape is agricultural but has a strong urban edge. Opportunities to mitigate.

Overall conclusion = amber: although the development of the site would negatively affect Green Belt purposes, there would be opportunities to mitigate.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:

		 The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Netherhall Farm House and its outbuildings are all BLIs. If the site were to come forward, any development would have to be sympathetic to the scale and massing of the site to ensure that the special interest of the existing buildings was not loss. A predevelopment archaeological survey would be required.
CLIMATE CHAN	,	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply GREEN = Development would create additional opportunities for renewable energy. DARK GREEN = Development would create significant additional opportunities for renewable energy.
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and	AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Significant site regarding surface water flooding as runoff contributes to surface water flooding of the existing built environment. Current scheme could potentially offer a solution and flood risk management benefit, but may impact on

	social costs)?	achievable densities as greater level of green infrastructure required.
	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assuming the semi-natural green space of environmental importance is removed for the site, there are no obvious constraints that prevent the remainder of the site providing full onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m The site is within 400 – 800m of Wulfstan Way local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage	AMBER = No impact on facilities (or satisfactory mitigation proposed). GREEN = Development would not lead to

- m	 	L.,
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	Section of the sect
	communities?	Good scope to integrate with existing
		communities through good design
		connectivity and appropriate community
		provision to aid integration possibly in
		conjunction with site CC929 to the south
		(GB2).
ECONOMY		(GB2).
ECONOMY	Door it a dalar	AMDED. Not within an adia-art to the 4004
Deprivation (O-value)	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	Site is in Queen Edith's LSOA 7995: 3.99
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Wulfstan
	of Cambridge,	Way, which is a relatively small local centre
	town, district and	and between 400 and 800m away from the
	local centres?	site. Additional population at this site may
		help to further support this local centre.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
	30111101	employment or is for another non-residential
		use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
Land	in the loss of	is for employment development
	employment land,	
	or deliver new	
Litilities	employment land?	AMPED Cignificant ungrades likely to be
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	
	including	

	communications infrastructure and broadband?	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to be made. For smaller sites this is likely to be off-site.
Distance: Primary School	How far is the nearest primary school?	R =>800m Approx 60% of the site is between 400 and 800m of the nearest primary school.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)
		Approximately 80% of site is within 1km from nearest secondary school with the remainder between 1 and 3kms.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
		Although the link along Worts' Causeway would be quiet at morning peak if the rising bollards remain, the traffic volumes in the evening peak could be quite high on this road and no cycling provision. A solution to mitigate tis could be to extent the access restriction to the evening as well as morning peak.
HQPT	Is there High Quality Public Transport (at edge	GREEN = High quality public transport service
	of site)?	Part of site is within 400m from a bus route. Service does meet the requirements of a high quality public transport (HQPT).
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25

D:	T	[0 Will : 000 (4)
Distance: bus		G = Within 600m (4)
stop / rail station		CC = 10 minute frequency or better (C)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport		GG = 20 minutes or less (6)
journey time to		GG = 20 minutes of less (0)
City Centre		16 minutes – (Cambridge Red Cross Lane –
Oity Ochtic		Cambridge Drummer Street)
		Cambridge Branning Careet,
Distance for		GG = Up to 5km (6)
cycling to City		(0)
Centre		3.33km
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	
	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	The site has the benefit of direct frontage to
		the adopted public highway. The bus gate which operates in the rush hour might have
		to be moved further along Worts Causeway
		to allow access to and from this site at this
		time of day.
		time of day.
		This site is of a scale that would trigger the
		need for a Transportation Assessment (TA)
		and Travel Plan (TP), regardless of the
		need for a full Environmental Impact
		Assessment.
		S106 contributions and mitigation measures
		will be required where appropriate. Any
		Cambridge Area Transport Strategy or other
		plans will also need to be taken into
		account.
		Any development would need to consider
		the existing bus gate on Worts Causeway.
		The development surrounds Cherry Hinton
		Road/ Limekiln Hill Road and these existing
		adopted public highways may require
		improvement/ alterations to accommodate
		the additional traffic movements. The
		hospital roundabout is an accident cluster
		site, which will need to be considered along
		with the impact on Granhams
		Road/Babraham Road junction. County
		Council are currently updating the trip rate
		formulas.

Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

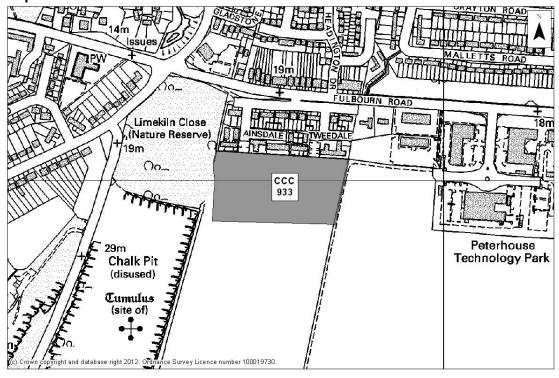
Development Sequence
Edge of Cambridge Broad Location 7- Land
Between Babraham Road and Fulbourn Road

Site reference number(s): CC933

Consultation Reference numbers: GB3

Site name/address: Fulbourn Road South





Site description: Arable open field south of Fulbourn Road

Current use(s): Agriculture

Proposed use(s): Employment

Site size (ha): South Cambridgeshire: 0 Cambridge: 2.3

Potential residential capacity: n/a

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	Site is classified as urban land.

	versatile	
Minanala	agricultural land?	ODEEN Cita is not within an allocated on
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	AMBER = Site lies near source of air
•	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	an quanty day of or impactor
	impact/worsening	An air quality assessment would be
	of air quality?	<u> </u>
	or all quality?	required.
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
AQIVIA	near to an AQMA,	to an AQMA, the M11 or the A14?
	. ,	<u> </u>
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Noise and vibration: Some industrial/
	is developed, as a	commercial uses and associated plant may
	receptor or	impact on adjacent residential. This will
	generator	require assessment and mitigation.
	(including	ı
	compatibility with	Light pollution: Some industrial/commercial
	neighbouring	uses are likely to have security and
	uses)?	floodlighting which will require assessment
	uses):	
		and mitigation. Other agencies should be
		consulted regarding the impact on wildlife,
		night sky and the County Council regarding
		impact on public highway.
		Odour: Industrial /commercial uses can
		have odour impacts that may impact on
		nearby properties and will require mitigation.
		-
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	· · ·	proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		zene edajest to appropriate miligation)
		A contamination assessment is required –
		site adjacent to a former quarry.
Water	Will it protect and	GREEN = No impact / Capable of full
vvaloi	where possible	mitigation
	•	mugauon
	enhance the quality	
	of the water	
DIAD!!!	environment?	
BIODIVERSITY	VACUE :	AMPED Contrib
Designated	Will it conserve	AMBER = Contains or is adjacent to an

	T			
Sites	protected species and protect sites		existing site designated for nature	
	•		conservation or recognised as containing protected species and impacts capable of	
	designated for nature			
	conservation		appropriate mitigation	
	interest, and		Site is 30m from Cherry Hinton Pits SSSI.	
	geodiversity?		Site is close to a number locally designated	
	(Including		sites (some of which overlay each other)	
	International and		including Sites of Special Scientific Interest	
	locally designated		(East Pit and Limekiln Hill), Local Nature	
	sites)		Reserves (Cherry Hinton Pits,	
	ondo)		Beechwoods), Protected Roadside Verges	
			(Worts' Causeway, Limekiln Hill), County	
			Wildlife Sites (Netherhall Farm).	
			Site borders Limekiln Local Nature Reserve.	
			Development could increase disturbance to	
			site with new official or unofficial access.	
Biodiversity	Would		GREEN = Development could have a	
	development		positive impact by enhancing existing	
	reduce habitat		features and adding new features or	
	fragmentation,		network links	
	enhance			
	native species, and		Full ecological surveys would be required in	
	help deliver habitat		order to assess potential impacts.	
	restoration (helping		Appropriate development of site could help	
	to achieve		realise the Green Infrastructure Strategy	
	Biodiversity Action		vision.	
	Plan targets, and maintain			
	connectivity			
	between green			
	infrastructure)?			
TPO	Are there trees on		GREEN = Site does not contain or adjoin	
	site or immediately		any protected trees	
	adjacent protected			
	by a Tree		Pre-development tree survey to British	
	Preservation Order		Standard 5837 may be required.	
	(TPO)?			
Green	Will it improve		GREEN = Development could deliver	
Infrastructure	access to wildlife		significant new green infrastructure	
	and green spaces, through delivery of		The site is on the edge of an area identified	
	and access to		as strategic importance for Countywide	
	green		Green Infrastructure and is proposed for	
	infrastructure?		landscape scale chalk grassland	
			Restoration and creation in the adopted	
			2011 Cambridgeshire Green Infrastructure	
			strategy. The vision is to link up the existing	
			isolated sites with Wandlebury, Gog	
			Magogs, Nine Wells Local Nature Reserve	
			and the natural green space of the Clay	
1.4115.007.===			Farm development.	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE				

Tagente de la companya de la company		LOBERY N. : /
Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve
		appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside".
Will it maintain and enhance the diversity and distinctiveness of townscape		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
character, including through appropriate design and scale of development?		Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate
	diversity and distinctiveness of landscape character? Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of	enhance the diversity and distinctiveness of landscape character? Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of

		development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside".
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Green Belt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Green: sensitive, limited and low level development could be considered with no impact on separation; Setting of Cambridge – Amber: the site is on the existing urban edge and discretely located. Sensitively designed development at the same contour including a landscape buffer would have limited impact on setting; Key views of Cambridge – Amber: There are expansive views from higher ground to the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the existing housing and landscaped; Soft green edge – Amber: The existing garden boundary, green edge could be recreated and improved on within a landscape buffer area; Distinctive urban edge – Green: no
		 effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor;

- Green Belt villages Green: there would be no impact on Green Belt villages;
- Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character.

Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area (Sector 12, subarea 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1, in which site GB3 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the

		 The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views.
Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Rear of Ainsdale and Tweedale. An archaeological condition is required to enable archaeological evidence to be suitably recorded prior to construction.
Will it support the use of renewable		AMBER = Standard requirements for renewables would apply
Will it minimise risk to people and property from flooding, and account for all costs of flooding		GREEN = Flood Zone 1 / low risk Site is in flood zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential flow routes from adjacent high land.
	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? GE Will it support the use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? GE Will it support the use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding

	economic,	
	environmental and	
	social costs)?	
HUMAN HEALTI	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
	space?	No obvious constraints that prevent the site providing minimum onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	G =<400m Site is within 400m (as the crow flies) of Cherry Hinton High Street local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible

	community	
	activities?	
Integration with Existing	How well would the development on	AMBER = Adequate scope for integration with existing communities
Communities	the site integrate with existing communities?	Development could feel isolated from existing community, although any issues could be overcome with good urban design and site connectivity.
ECONOMY	L	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation	GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
	particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	Site is in Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA).
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability	GREEN = No effect or would support the vitality and viability of existing centres The site is too small to support a new local centre. The nearest local centre is fairly
	of Cambridge, town, district and local centres?	large and performing well. Additional population at this site may help to support this centre.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of	GG = Development would significantly enhance employment opportunities
	employment land, or deliver new employment land?	As a result of the consolidation of ARM on one campus, development at this site should enhance employment opportunities by freeing up employment space elsewhere in the area.
Utilities	Will it improve the level of investment in key community services and	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
	infrastructure, including communications infrastructure and broadband?	Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine appropriate utility infrastructure.

Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places
Distance: Primary School	How far is the nearest primary school?	G =<400m Site is for employment.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new) Site is for employment.
TRANSPORT	ı	
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
		This side of Fulbourn Road has no cycling provision and speeds can be high and cyclists will need to cross the busy junction to join the on-road cycle land or off-road path along Cherry Hinton Road.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service Site is within 100m for a bus route. Service does meet the requirements of HQPT.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus		GG = Within 400m (6)
stop / rail station Frequency of		GG = 10 minute frequency or better (6)
Public Transport		Citi 3 service
Public transport journey time to		A = 31 to 40 minutes (3) 34 minutes (Cherry Hinton, Headington

City Centre		Drive - Cambridge, St Andrews Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 3.69 km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lie between it and the highway through the car parks of either Ainsdale or Tweedale, which has some internal problems of its own. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car	Will it make the	
Facilities	transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location 7 - Land Between Babraham Road and Fulbourn
	Road
Site reference number(s): CC932	
Consultation Reference numbers: GB4	
Site name/address: Fulbourn Road West	2
Мар:	
Limekiln Close ,(Nature Reserve) AINSDALE TOP AINSDALE TOP OC.	+
Production of the last state o	Peterhouse Technology Park

Site description: Arable open field south of Fulbourn Road.

Current use(s): Agriculture

Proposed use(s): Employment

Site size (ha): South Cambridgeshire: 0 Cambridge: 1.4

Potential residential capacity: n/a

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	Approx. 80% of the site is on urban land
	versatile	with the remainder of the site split equally

■ District Boundary

	agricultural land?	between Grade 2 and Grade 3 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	16361763 :	<u> </u>
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. An air quality assessment will be required.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Noise and vibration: Site adjoins Peterhouse Technology Park. Some industrial and commercial uses and associated plant may impact on adjacent commercial properties and residential. This will require assessment and mitigation Light pollution: Some Industrial/commercial uses are likely to have security and floodlighting which will require assessment and mitigation. Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways. Odour: Some industrial /commercial uses can have odour impacts that may impact on nearby properties and will require mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. The site is adjacent to an industrial/commercial estate.
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation

	environment?	
BIODIVERSITY	•	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site is 200m from Cherry Hinton Pit SSSI. Site is close to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts' Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links. Full ecological surveys would be required in order to assess potential impacts. Appropriate development of site could help realise the Green Infrastructure Strategy vision
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees. There are no protected trees on the site. Pre-development tree survey to British Standard 5837 may be required.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?	GREEN = Development could deliver significant new green infrastructure The site is on the edge of an area identified as strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.

1 1	AACH it oo sin tain and	ODEEN. No invest (manage live a graph of the
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside".
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the

_		
		development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rura foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development or land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside"
Green Belt	What effect would the development of this site have on Green Belt purposes?	Amber: negative impact on Green Belt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Green: sensitive, limited and low level development could be considered with no impact on separation; Setting of Cambridge – Amber: the site is on the existing urban edge and discretely located. Sensitively designed development at the same contour including a landscape buffer would have limited impact on setting; Key views of Cambridge – Amber: There are expansive views from higher ground to the south looking over the sit and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the Technology Park and landscaped; Soft green edge – Amber: The existing soft green edge could be recreated and improved on within a landscape buffer area; Distinctive urban edge – Green: no effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor; Green Belt villages – Green: there

- would be no impact on Green Belt villages;
- Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character.

Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area (Sector 12, subarea 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1. in which site GB4 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

		 The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation An archaeological condition is required to enable archaeological evidence to be suitably recorded prior to construction.
CLIMATE CHANG	,	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the	GREEN = Flood Zone 1 / low risk Site is in flood zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential flow routes from adjacent high ground.

	economic, environmental and	
	social costs)?	
HUMAN HEALTI	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	providing full onsite provision. GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m Approx. 20% of the site is within 400m and the remainder within 400-800m (as the crow flies) of Cherry Hinton High Street local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable	GREEN = Development would not lead to the loss of any community facilities or

	angagement in	rankacament /annranriata mitigation nasaible
	engagement in community	replacement /appropriate mitigation possible
	activities?	
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communicies	with existing	Create a new community.
	communities?	Note the development is for employment.
ECONOMY	communices:	Note the development is for employment.
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
(Cambridge)	and employment	(LSOA) within Cambridge
	deprivation	(LOO7) Within Cambridge
	particularly in	Site is in Cherry Hinton LSOA 7960: 20.41
	Abbey Ward and	(within 40% most deprived LSOA).
	Kings Hedges?	(Within 40 % most deprived 2007).
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of oxiding control
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Cherry
	of Cambridge,	Hinton High Street. The centre is fairly
	town, district and	large and performing well. Additional
	local centres?	population at this site may help to support
		the centre.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
,	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
		employment or is for another non-residential
		use
Employment -	Would	GG = Development would significantly
Land	development result	enhance employment opportunities
	in the loss of	
	employment land,	As a result of the consolidation of ARM on
	or deliver new	one campus, development at this site
	employment land?	should enhance employment opportunities
		by freeing up employment space elsewhere
		in the area.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Improvements to infrastructure required.
	including	The developer will need to liaise with the
	communications	relevant service provider(s) to determine the
	infrastructure and	appropriate utility infrastructure provision.
	broadband?	•

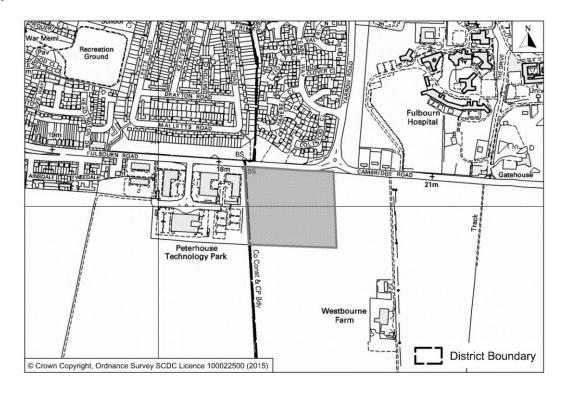
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
	capacity?	Non-residential development.
		Non-residential development.
Distance:	How far is the	G =<400m
Primary School	nearest primary	Non residential development
	school?	Non-residential development
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School TRANSPORT	school?	Non-residential development.
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
	routes are	less than 1.5m width with medium volume of
	accessible near to the site?	traffic. Having to cross a busy junction with high cycle accident rate to access local
	the site?	facilities/school. Poor quality off road path.
		. , .
		This side of Fulbourn Road has no cycling
		provision and speeds can be high and cyclists will need to cross the busy junction
		to join the on-road cycling lane or off-road
		path along Cherry Hinton Road.
HQPT	Is there High Quality Public	GREEN = High quality public transport service
	Transport (at edge	Site is within 400m of other bus services
	of site)?	thank link the site to the city centre and
		other areas.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport Score	mechanism has	
(SCDC)	been developed to consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail station		Fulbourn Road
Frequency of		GG = 10 minute frequency or better (6)
Public Transport		Citi 3 service.
		Oil o solvico.
Public transport		A = 31 to 40 minutes (3)
journey time to		

City Centre		34 minutes – (Cherry Hinton, Headington Drive – Cambridge St Andrews Street).
Distance for		GG = Up to 5km (6)
cycling to City Centre		3.85km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lie between it and the highway; the internal roads to Peterhouse Technology Park are private and may not have been constructed to the Highway Authority's requirements. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location No. 7 Land between Babraham Road and Fulbourn Road
Site reference number(s): SC300	
Consultation Reference numbers: GB5	

Map:

Site name/address: Fulbourn Road East



Site description: Arable open fields and chalk grassland south of Fulbourn Road to the north of the Gog Magog Hills.

Current use(s): Agricultural land.

Proposed use(s): Employment.

Site size (ha): South Cambridgeshire: 4.29 Cambridge: 0

Update – Inner Green Belt Boundary Study 2015 advises that the site area does not extend beyond the Yarrow Road roundabout.

Potential residential capacity: n/a

LAND			
PDL	Would development make	RED = Not on PDL	
	use of previously developed land?		

Agricultural	Would	AMBER = Minor loss of grade 1 and 2
Land	development lead	land
	to the loss of the	13.13
	best and most	Approx. 70% of the site on Grade 2
	versatile	land, 30% on urban land, but resulting
	agricultural land?	loss would be less than 20ha.
Minerals	Will it avoid the	GREEN = Site is not within an
Willionalo	sterilisation of	allocated or safeguarded area.
	economic mineral	anocatou or careguardou arcar
	reserves?	
POLLUTION	1.000.700.	
Air Quality	Would the	AMBER = Site lies near source of air
,	development of the	pollution, or development could impact
	sites result in an	on air quality adverse impacts.
	adverse	. ,
	impact/worsening	An air quality assessment will be
	of air quality?	required.
		·
AQMA	Is the site within or	SUB INDICATOR: Is the site within or
	near to an AQMA,	near to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11,
	A14?	or A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Noise and vibration: Some industrial
	is developed, as a	and commercial uses and associated
	receptor or	plant may impact on adjacent
	generator	commercial properties and near by
	(including	residential. This will require
	compatibility with	assessment and mitigation.
	neighbouring	
	uses)?	Light pollution: Industrial/commercial
		uses are likely to have security and
		floodlighting which will require
		assessment and mitigation.
		Other agencies should be consulted
		Other agencies should be consulted
		regarding the impact on wild life, night
		sky and the County Council regarding
		impact on public highways.
		Odour: Some industrial /commercial
		uses can have odour impacts that may
		impact on nearby properties and will
		require mitigation.
Contamination	Is there possible	AMBER = Site partially within or
	contamination on	adjacent to an area with a history of
	the site?	contamination, or capable of
		remediation appropriate to proposed
		development (potential to achieve
		benefits subject to appropriate
		mitigation)
		,

	1	
		The site has former potentially contaminative uses. Further contamination assessment is required.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Area is adjacent to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts' Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Species of particular note currently known on or adjacent to the site include a breeding Schedule 1 bird species, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. A largescale habitat creation scheme could benefit these and other species. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife	GREEN = Development could deliver significant new green infrastructure

and green spaces, through delivery of and access to green infrastructure?

The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.

LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE

Landscape

Will it maintain and enhance the diversity and distinctiveness of landscape character?

GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)

Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 13 is assessed to be supportive landscape. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that any new development should:

 "be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

		 The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate". New development to be reduced in size so that it does not extend beyond the Yarrow Road roundabout.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 13 is assessed to be supportive landscape. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that any new development should: • "be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside. • The scale and grain should be similar to the existing development on this edge of Cambridge.

		Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate". New development to be reduced in size so that it does not extend beyond the Yarrow Road roundabout.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Greenbelt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Amber: Development would take the urban edge closer to Fulbourn; Setting of Cambridge – Amber: There are no views to or direct associations with the collegiate or historic core from this area. Sensitive, limited and low level development which included landscape and matched the contours of the Peterhouse Technology Park would limit impact on setting; Key views of Cambridge – Amber: There are expansive views from the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the existing adjacent Technology Park; Soft green edge – Amber: Areas to north of Fulbourn Road slightly degrade existing edge. Soft green edge could be enhanced and improved on; Distinctive urban edge – Green: no effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor; Green Belt villages – Amber: Development would take the urban edge closer to Fulbourn Hospital and might impact that part of the village; Landscape with a strongly rural character – Amber: The site has a

rural character. Its development would have a negative impact on this character.

Overall conclusion – Amber: If development were confined to the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT **BOUNDARY STUDY 2015 - This** sector (Sector 13, sub area 13.1) plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital. The report does, however, that limited development on the relatively flat ground in the north west of sub area 13.1, in which Site GB5 is located, could be undertaken without significant long-term harm to the Green Belt if carefully planned and designed in accordance with the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released in the north western corner of sub area 13.1 should extend no further than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout.
- Any new development on land released from Green Belt should be

		designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside. • The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate. These parameters would avoid significant harm as follows: • The new Green Belt boundary would not significantly increase the extent of the city from the historic core, aligning with the existing boundaries around the Peterhouse Technology Park and Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views. • The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced.
Heritage	Will it protect or	AMBER = Site contains, is adjacent to,
30	enhance sites, features or areas of historical, archaeological, or cultural interest	or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation

	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	National Grid Reference (centred) Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20 th century ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (e.g. MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Ro Rd) traverses the site and is likely to have road side settlements along its route. A programme of archaeological works should be undertaken prior to the submission of any planning application.
CLIMATE CHAN	GE	, , , , , , , , , , , , , , , , , , , ,
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk The location lies within Flood Zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential flow routes from adjacent high land.
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing minimum onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing

D: (D:	Tura e e e	AMPED 400 000
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	AMBER =400 -800m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m Approx. 50% of the site is within 400 and 800m of Cherry Hinton High Street local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m Approx 50% of the site is between 400 and 800m of Cherry Hinton Medical Centre, 34 Fishers Lane, Cherry Hinton, CB1 4HR
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Allocation is proposed for employment development.
ECONOMY	1	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

		1	
Shopping	particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge? Will it protect the shopping		Site in Fulbourn LSOA 8243: 11.41 GREEN = No effect or would support the vitality and viability of existing
	hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		centres
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		GG = Development would significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?		GREEN= Non-residential development / surplus school places Non-residential development.
Distance: Primary School	How far is the nearest primary school?		G =<400m Non-residential development
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new)

		Non-residential development
TRANSPORT	•	
Cycle Routes	What type of cycle routes are accessible near to the site?	DARK RED = no cycling provision and traffic speeds >30mph with high vehicular traffic volumes This side of Fulbourn Road has no cycling provision and speeds can be high and cyclists would need to cross a busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Road.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service. Site is within 400m of other bus services that link the site to the city centre and other areas.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
		Citi 3 service.
Public transport journey time to		A = 31 to 40 minutes (3)
City Centre		35 minutes (Cherry Hinton, Yarrow Road – Cambridge, St Andrews Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 4.26Km
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	Yes with mitigation. Technically it would be possible to provide access. The internal roads to Peterhouse

		Technology Park are private and may not have been constructed to the Highway Authority's requirements.
		This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.
		S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

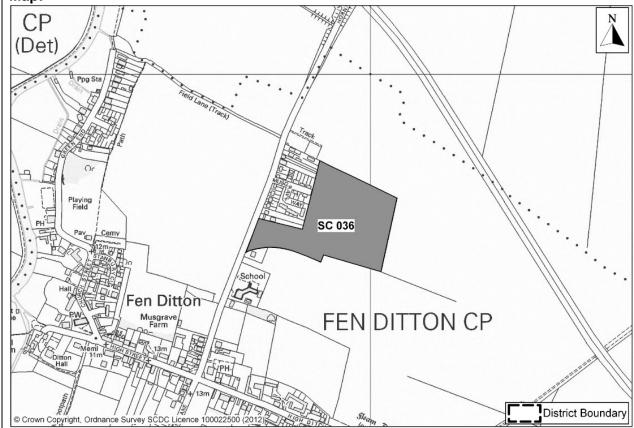
Development Sequence Edge of Cambridge (Broad Location 9),

Site reference number(s): SC036

Consultation Reference numbers: SC036

Site name/address: Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)

Мар:



Site description: The site is located to the east of Horningsea Road, on the north eastern edge of Fen Ditton. The site forms an inverted 'L' shape to the south and west of a small group of residential properties, and a further residential property lies to the south. It is surrounded on all other sides by open agricultural land and is very visible from higher ground. The site comprises two areas of land; with allotments in the southern part and agricultural land to the rear of the residential properties. The allotments are well screened from the road by dense hedgerows and there is a hedgerow along the southern boundary. The eastern and parts of the northern boundary are exposed to views across the wider landscape, as is the agricultural land to the rear of the residential properties.

Current use(s): Allotments and agricultural

Proposed use(s): 216 dwellings with public open space

Site size (ha): South Cambridgeshire: 5.36 Cambridge: 0.00

Potential residential capacity: 120

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
Agricultural	Would	Amber: Just under half of the site is Grade
Land	development lead	2, the rest Grade 3.
	to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	AMBER = Site or a significant part of it falls
	sterilisation of	within an allocated or safeguarded area,
	economic mineral	development would have minor negative
	reserves?	impacts
POLLUTION		
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact.
	sites result in an	
	adverse	
	impact/worsening	
	of air quality?	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
AQIVIA	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	AMBER = <1000m of an AQMA, M11 or
	A14?	A14. Within 260m at closest point.
	71111	7 THE VICTOR 2001 AT 010000 FORMS
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation. Significant Road
	and vibration	Transport noise.
	problems if the site	•
	is developed, as a	
	receptor or	
	generator	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contoursingsties	lo thous mass "-1-	ODEEN Cite wet within an editeration
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on the site?	area with a history of contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation.
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	5117110111101111	
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Designated	VVIII IL COLISCI VC	Orteen - Bood not contain, to not adjacont
Sites	protected species	to designated for nature conservation or recognised as containing protected species,

	de etemple 14		and and an analysis of the state of the stat
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
blodiversity			
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	-		any protected frees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
LANDSCAPE, TO	WNSCAPE AND CU	LTURAL HE	RITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		Thingshoff modes to possible.
	landscape		The site would introduce a substantial area
	character?		
	Ulaiaul u i !		of development into the foreground of the
			city setting when viewed from the north and
			east.
			LIDDATE MINED ODEEN DELT
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – The parts of
			this sector closest to Fen Ditton, including
			sub area 1 and the western edge of sub
			area 2, are identified as Supportive
			landscape. These areas form an important
			part of the setting of Fen Ditton, as well as
			part of the detaing of Fort Dittori, as well as

		well as the separation between Fen Ditton and Cambridge. These areas are also characteristic of the flat landscape north east of Cambridge.
		Most of the remainder of sub area 2 and the majority of sub area 3 are considered to be Connective landscapes, largely because they are not distinctive landscapes in their own right and feel somewhat removed from Cambridge, with little evidence of most of the special qualities of Cambridge. The A14 corridor, along the northern edge of sub areas 2 and 3, creates a visual detractor to these sub areas.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	While the development would have little impact on the edge of Cambridge. It would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The parts of this sector closest to Fen Ditton, including sub area 1 and the western edge of sub area 2, are identified as Supportive landscape. These areas form an important part of the setting of Fen Ditton, as well as well as the separation between Fen Ditton and Cambridge. These areas are also characteristic of the flat landscape north east of Cambridge.
		Most of the remainder of sub area 2 and the majority of sub area 3 are considered to be Connective landscapes, largely because they are not distinctive landscapes in their own right and feel somewhat removed from Cambridge, with little evidence of most of the special qualities of Cambridge. The A14 corridor, along the northern edge of sub areas 2 and 3, creates a visual detractor to these sub areas. A
Green Belt	What effect would the development of this site have on Green Belt	Red, Red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant

purposes? urban area into a rural landscape. To preserve the unique character of Cambridge - red; Coalescence - amber: The site would introduce a significant area of development directly to the north of Fen Ditton and would close one of the green gaps separating the village from the city. The perception of remaining separation would also be reduced; Setting of Cambridge – red: The site would introduce a substantial area of development into the foreground of the city setting when viewed from the north and east: Key views of Cambridge – green: The site does not directly affect key vies of Cambridge which lie to the west of the site: Soft green edge – amber: The edge of Cambridge is formed by a skyline of trees and hedges, with Fen Ditton in the foreground and development would not directly affect it. However greatly increase the proportion of built form when viewed from the north and east: Distinctive urban edge – green: The urban edge lies to the south of Fen Ditton: Green corridors – green; Green Belt villages - red, red: The Development introduces an substantial and highly visible extension to Fen Ditton into an area of supportive landscape; Landscape with a strongly rural character – red: The development would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east. Although not completely joining Fen Ditton to Cambridge green separation would be closed leaving only a short gap to the south of the village. Overall conclusion = red, red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant urban area into

	1	
		a rural landscape.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the north east of Cambridge, and the approach to both the Fen Ditton and Cambridge along the B1047 from the north. Sub area 1 plays an essential role in the separation between Fen Ditton and Cambridge, being the only remaining separation between the two settlements. Sub areas 2 and 3 provide separation between the village and the A14, as well as between the future allocated edge of Cambridge and the A14, retaining a rural setting to the city when viewed from the strategic route (this site is in sub area 2). The sector also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation. Fen Ditton Conservation Area. Development would have a significant adverse impact on townscape and the landscape setting of the village.
CLIMATE CHAN		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply GREEN = Development would create additional opportunities for renewable energy. DARK GREEN = Development would create significant additional opportunities for renewable energy.
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic,	GREEN = Flood Zone 1 / low risk

	environmental and	
	social costs)?	
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite. Score assumes that the site could accommodate replacement allotments and otherwise achieve the minimum standard of open space on site to plan standards.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable	GREEN = Development would not lead to the loss of any community facilities or

	engagement in community	replacement /appropriate mitigation possible
Integration with Existing Communities	activities? How well would the development on the site integrate with existing communities?	RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses. Development would be isolated from the main part of the village.
ECONOMY		•
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? AMBER = 1-3km
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

Г <u>-</u>	1	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance:	How far is the	G =<400m
Primary School	nearest primary school?	G =<400m
Distance: Secondary School TRANSPORT	How far is the nearest secondary school?	R = Greater than 3km
	What type of avala	RED = No cycling provision or a cycle lane
Cycle Routes	What type of cycle routes are accessible near to the site?	less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path. There is no provision for cyclists at the southern end of Horningsea Road.
HQPT	Is there High Quality Public Transport (at edge of site)?	RED = Service does not meet the requirements of a high quality public transport (HQPT)
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		R= Beyond 1000m (0)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe	GREEN = No capacity / access constraints

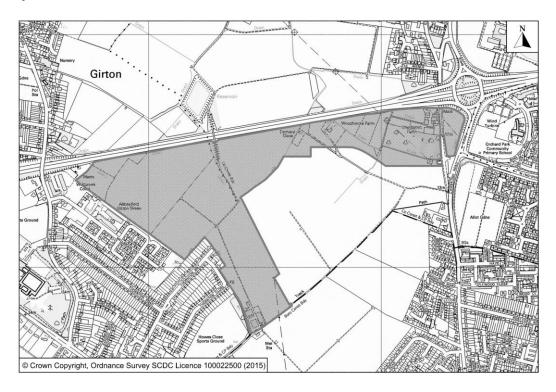
	access to the highway network, where there is available capacity?	identified that cannot be fully mitigated
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	Edge of Cambridge Broad Location 10 Land between Huntingdon Road and Histon Road
0:1 (-)- 00000	

Site reference number(s): SC298
Consultation Reference numbers:

Site name/address: Land south of the A14 and west of Cambridge Road

Мар:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB development on the edge of the city (the NIAB1 and NIAB2 sites), and the area identified as NIAB (Darwin Green) 3. The map shows the area proposed for additional built development which is comprised of two farms, set within grassland and small areas of woodland, to the north east adjoining Histon Road.

The landowners also control the NIAB (Darwin Green) site to the south and the open agricultural land to the north west. They intend to master plan any new allocation in this location with the existing NIAB (Darwin Green) 2 site. The open agricultural land which separates the NIAB 1 and NIAB2 sites from Girton is to be retained as Green Belt in their proposals and used as new public open space to serve the area, which will retain the views across the western part of the site to the historic core of Cambridge.

Current use(s): Agricultural

Proposed use(s): Residential and commercial

Site size (ha): South Cambridgeshire: 49.13 ha. Cambridge: 0

Potential residential capacity: 132 dwellings (40 dph).

The proposers original representation refers to between 360 dwellings with commercial development and 447 dwellings with no commercial development.

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land All of the site under the control of the site promoter is Grade 2 land (note the area proposed for built development would be less than 20ha. in area but not retained as agricultural land).
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.
POLI LITION		Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts See below.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 An Area adjoining the A14 is within SCDC's declared Air Quality Management Area (as a result of exceedances of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to

this the concerns are twofold. Firstly the introduction of additional residential receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.

Proposals for a mixed residential / commercial development or a commercial / recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments including dispersion modelling will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. Any Air Quality Impact assessment should address not only the impacts in the immediate vicinity of the development but also the wider impacts on air quality within the AQMA including cumulative impacts with other developments in the area.

On balance Env. Health object to the allocation of residential development within the designated air quality management area until noise and air quality impact assessments can demonstrate with a reasonable degree of certainly that it will be technically possible and viable to avoid. mitigate or reduce noise and air quality impacts to prevent new development on site from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air and noise pollution. Consideration of commercial/recreational use within this area may be given to those proposals that can demonstrate with a reasonable degree of certainty that it will be possible to mitigate potential impacts on air quality.

The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account air quality issues. This report does not address short term exposure to PM10 or

		the impacts of such development on air quality.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Noise: Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Histon Road lies
		immediately to the East. Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment.
		The majority of the site is likely to be old PPG 24 NEC C / D (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise" or planning permission should be refused.
		Residential could be acceptable with high level of mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing A14 / Histon Road, acoustically treated alternative ventilation, no open amenity spaces such as
		balconies / gardens). Commercial shielding or noise berms / barriers options along A14. It is preferable to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and or mitigate or reduce to minimum. Before any consideration is given to allocating the site for residential development, it is recommended that this noise threat / constraint is thoroughly investigated and assessed having regard to

		/ in accordance with industry best practice / guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. The proposer has supplied an assessment which shows that the site can be developed
		to a satisfactory standard taking into account noise issues.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links. Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Badgers and Barn Owls also noted in submitted ecology survey.

TDO	infrastructure)?		ODEEN OF L
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		AMPED N. 1971
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of and access to		Neutral impact (existing features retained,
			or appropriate mitigation possible).
	green infrastructure?		Assumptions for a poutral impact include
	illiastructure?		Assumptions for a neutral impact include that appropriate design and mitigation
			measures would be achieved through the
			development process.
I ANDSCADE T	OWNSCAPE AND CU	TURAL HER	
Landscape	Will it maintain and	LI GIVAL HE	RED = Significant negative impact on
Lanascape	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		magaaan maaaaraa passisio.
	landscape		Views into the site to the east of the site are
	character?		currently of farmland, hedgerows, woodland
			and farm buildings. To the west of the site
			the land is open with wide views of Girton to
			the west and Cambridge to the south. The
			existing soft green edge would be lost
			alongside the A14 where it would be
			replaced by a more formal green edge with
			landscaped soil bunds planted with trees
			and hedgerows. The soft edge would be
			retained to Cambridge Road. Whilst the
			character of the existing edge would not be
			retained, the landscape impact of a partial
			development of the site would be limited by
			a setback of development away from the
			A14 and Cambridge Road and retention of
			hedgerows and woodland. Development of
			the eastern part of the site would bring built
			development closer to Impington on the
			west of Histon Road. Retention of hedges
			and woodland and a set back of the
			development from Cambridge Road and
			the A14 would provide mitigation.
			UPDATE INNER GREEN BOUNDARY
			STUDY 2015 – With regards to the role that
			sub area 1.3, in which GB6 lies, plays in
			relation to landscape and townscape, the
			report notes that the majority of this sector
			is assessed to be Connective landscape,
			becoming Supportive along Huntingdon
			Road, and with the A14 corridor identified

as visually detracting. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge. The report also notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future. As referenced above, Policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape. Will it maintain and RED = Significant negative impact on Townscape enhance the townscape character, no satisfactory diversity and mitigation measures possible. distinctiveness of Development of the site has the potential to townscape significantly reduce the green setting for the character, including city when viewed from the A14 opposite the through appropriate design site. and scale of UPDATE INNER GREEN BOUNDARY development? STUDY 2015 – With regards to the role that sub area 1.3, in which GB6 lies, plays in relation to landscape and townscape, the report notes that the majority of this sector is assessed to be Connective landscape, becoming Supportive along Huntingdon Road, and with the A14 corridor identified as visually detracting. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge. The report notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also

		notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future.
		As referenced above, policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape.
Green Belt	What effect would the development of	RED = High / medium impacts on Greenbelt purposes (significant negative impact).
	this site have on Green Belt purposes?	Development to the west of the site would lead to the merger of Girton with Cambridge. Development would have significant negative impact on Green Belt purposes.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 – The study notes that this sector as a whole (Sector 1) plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also preserves what remains of the separate identity of the southern part of Girton.
		In terms of the implications of Green Belt release for land in sub area 1.3, in which GB6 lies, the report notes that when the land previously released from the Green Belt is developed, sub area 1.3 will protect narrow gaps between the new edge of Cambridge and Girton, Histon and Impington and a narrow setback from the A14. Further east, it is apparent that development extending right up to the A14 detracts considerably from the appreciation of the setting of the city, and it is important

that in this sector the edge of Cambridge continues to be seen across an open, rural landscape. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation from the necklace villages. However, no further Green Belt releases should be contemplated in sub area 1.3. It is essential that the future development adjoining sub area 1.3 delivers a high quality, positive and well vegetated edge facing the retained Green Belt. The new edge along Addenbrooke's Road in sector 8 is a good example. AMBER = Site contains, is adjacent to, or Heritage Will it protect or enhance sites. within the setting of such sites, buildings features or areas of and features, with potential for negative historical. impacts capable of appropriate mitigation archaeological, or cultural interest Girton College listed Grade II* lies over 400m from the site and is separated from it (including conservation by suburban housing. Impington Farm areas, listed consists of a group of three former farm buildings, buildings located tight in the corner formed by the old Cambridge Road and the A14. registered parks and gardens and The farmhouse may be of sufficient interest scheduled to list. monuments)? The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and croprmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be

		manage and the second confidence for a
OLIMATE OLIMAI	<u> </u>	managed through mitigation.
CLIMATE CHAN		ANDED Characteristics and for
Renewables	Will it support the use of renewable	AMBER = Standard requirements for
	energy resources?	renewables would apply
Flood Risk	Will it minimise risk	AMBER = Flood Zone 2 / medium risk
1 1000 INISK	to people and	AWBER = 1 1000 Zone Z/ mediam risk
	property from	Site is located in flood zone 1, lowest risk of
	flooding, and	fluvial flooding. Site subject to surface
	account for all	water flood risk but capable of mitigation.
	costs of flooding	,
	(including the	
	economic,	
	environmental and	
	social costs)?	
	AND WELL BEING	
Open Space	Will it increase the	DARK GREEN = Development would create
	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
		The landowners proposed substantial areas
		of new public open space between NIAB2
		and Girton and south of the A14 between
D : •	11 6 2 4	the new development and the A14.
Distance:	How far is the	GREEN =<1km; or allocation is not housing
Outdoor Sport Facilities	nearest outdoor sports facilities?	The landowners proposed substantial areas
1 admities	Sports radiities:	of new public open space between NIAB2
		and Girton and south of the A14 between
		the new development and the A14.
		·
		Facilities are also being provided on the
		NIAB1 site.
Distance: Play	How far is the	GREEN =<400m
Facilities	nearest play space	
	for children and	The landowners proposed substantial areas
	teenagers?	of new public open space between NIAB2
		and Girton and south of the A14 between the new development and the A14. Facilities
		are also being provided on the NIAB1 site.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	, = No impaot
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A =400 - 800m
District or Local	from the nearest	
Centre	District or Local	A new local centre is to be provided on the
	centre?	NIAB1 site.

Dieteras O'tra	How for in the!!	D . 000m
Distance: City Centre	How far is the site	R =>800m
Centre	from edge of defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A =400 - 800m
Service	nearest health	A =400 - 000111
COLVIOO	centre or GP	A new health facility is to be provided as
	service?	part of the NIAB1 development.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	The wider NIAB site will include new
	health, education	education provision, community facilities
	and leisure (shops,	and a local centre including a supermarket.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Davelanment will also include provision of
		Development will also include provision of new community facilities.
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communics	with existing	ordate a new community.
	communities?	Site can be master planned alongside the
		adjacent NIAB2 site, and benefits from
		services and facilities provided at both the
		NIAB sites.
ECONOMY		
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
	and employment	(LSOA) within Cambridge
	deprivation	
	particularly in	
	Abbey Ward and	
	Kings Hedges? Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
3	shopping	vitality and viability of existing centres
	hierarchy,	, , , , , , , , , , , , , , , , , , ,
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
1	la a al a a matria a O	
Employment -	local centres? How far is the	AMBER = 1-3km

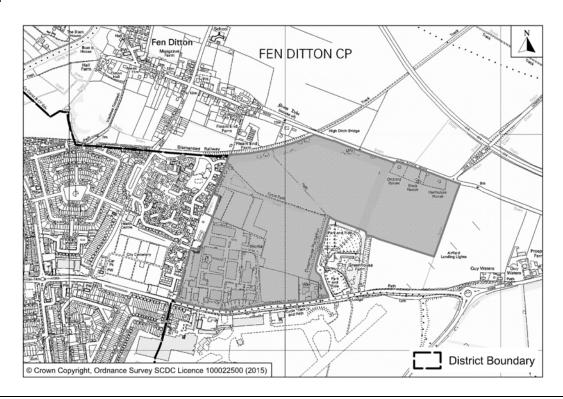
Accessibility	nearest main	
	employment	1.52km ACF – nearest employment 2000+
	centre?	employees.
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Flootricity Cinnificant acidens and and
	infrastructure,	Electricity - Significant reinforcement and
	including	new network required. Pylon line crosses
	communications	the site.
	infrastructure and	Maine costen. The site falls within the
	broadband?	Mains water - The site falls within the
		Cambridge distribution zone of the
		Cambridge Water Company (CWC), within
		which there is a minimum spare capacity of
		3,000 properties based on the peak day for
		the distribution zone, less any commitments
		already made to developers. There is
		insufficient spare capacity within the
		Cambridge distribution zone to supply the
		total number of proposed properties which could arise if all the SHLAA sites within the
		zone were to be developed. CWC will
		allocate spare capacity on a first come first served basis. Development requiring an
		increase in capacity of the zone will require
		either an upgrade to existing boosters
		and/or a new storage reservoir, tower or
		booster plus associated mains.
		Gas – Cambridge is connected to the
		national gas grid. A development of this
		scale would require substantial network
		reinforcement.
		Tomilo Tomilo
		Mains sewerage - There is sufficient
		capacity at the Cambridge works to
		accommodate this development site. The
		sewerage network is approaching capacity
		and a pre-development assessment will be
		required to ascertain the specific capacity of
		the system with regards to this site. If any
		mitigation is deemed necessary this will be
		funded by the developer.

Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. A full assessment will be required.
		Providing sufficient school capacity may have knock-on implications for the site area and floor space requirements of the primary and secondary schools planned for between Huntingdon Road and Histon Road.
Distance: Primary School	How far is the nearest primary	A =400 - 800m
Trimary Concor	school?	500m ACF o the site of the new primary school on the Orchard Park site. 580m to the proposed school on the NIAB2 site.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)
		A new school is to be provided on the NIAB2 site. The area of the school site may need to be increased to accommodate extra pupil numbers.
TRANSPORT		pupii numbers.
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Subject to there being good links from the
		development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)

		266m ACF to nearest bus stop
Frequency of		G = 20 minute frequency (4)
Public Transport		G = 20 minute frequency (4)
Table Transport		Citi 8 service.
Public transport		GG = 20 minutes or less (6)
journey time to		
City Centre		Citi 8 service: 12 minute journey time
		(Arbury, Brownlow Road to Cambridge Emmanuel Street).
Distance for		GG = Up to 5km (6)
cycling to City Centre		2.33km ACF
Centre		2.33km ACF
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	
	proposed train	
Access	station? Will it provide safe	AMBER = Insufficient capacity / access.
7100033	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	-
	available capacity?	Access would be onto internal roads in the
		NIAB1 and NIAB2 sites which will link to
		both Histon Road and Huntingdon Road. Highways Authority have concerns about
		how cycle provision would be dealt with.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	0
	transport, walking	Significant improvements proposed as part of the wider NIAB / Darwin Green
	or cycling facilities?	development.
		i acvolopinent.

Site Information			
Development Sequence	Edge of Cambridge		
Site reference number(s): CE/3 / SS3			
Consultation Reference numbers:			
Site name/address: Cambridge Fast – Land north of Newmarket Road			

Мар:



Site description: The site lies to the north of Newmarket Road and comprises the North Works site (although car show rooms and associated uses on the frontage of Newmarket Road may be retained in the short term), fields to the north of the North Works and a petrol filling station. The site lies almost entirely within South Cambridgeshire.

Land North of Newmarket Road was allocated within South Cambridgeshire Local Development Framework Cambridge East Area Action Plan as Policy CE/3. Policy CE/3 has been carried forward into the Local Plan as Policy SS/3.

Current use(s): Business use, petrol filling station and agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 61.56 ha

Potential residential capacity: 1,500 - 2,000 dwellings

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	Some elements of Previously Development
	use of previously	Land north of Newmarket Road
	developed	
	land?	
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land	development lead to the loss of the best and most versatile agricultural land?	grades 1 and 2 land Includes areas of grade 2 agricultural land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Potential for impact on local air quality. Outside AQMA.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	AMBER = <1,000m of an AQMA, M11 or A14 220m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Noise issues from surrounding uses may require mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential to require remediation from former uses.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY		LODEEN B
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts

	Teles		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		GREEN = Development could have a
-	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links
	enhance		Potential for biodiversity enhancement,
	native species, and		sought by the Cambridge East Area Action
	help deliver habitat		Plan.
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		AMBER = Any adverse impact on protected
11 0	site or immediately		trees capable of appropriate mitigation
	adjacent protected		Site adjoins three groups of protected lime
	by a Tree		trees along Newmarket Road.
	Preservation Order		trees along Newmarket Road.
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		Potential to deliver elements of Green
	and access to		Infrastructure
	green		
	infrastructure?		
	TOWNSCAPE AND C	ULTURAL H	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		Land was removed from Green Belt by
	distinctiveness of		previous round of plan making. Site was
	landscape		considered capable of development without
	character?		significant impact on Green Belt purposes.
Townscape	Will it maintain and		AMBER = negative impact on townscape
	enhance the		character, incapable of mitigation.
	diversity and		Land was removed from Green Belt by
	distinctiveness of		previous round of plan making. Site was
	townscape		considered capable of development without
	character, including		significant impact on Green Belt purposes.
	through		
	appropriate design		
	and scale of		
	development?		
Green Belt	What effect would		GREEN = No impact or Minor positive
	the development of		impact on Green Belt purposes
	this site have on		Land was removed from Green Belt by
	1 110 010 110 011		a.ia nao ioinovoa nom Oroon Dok by

	T =		
	Green Belt		previous round of plan making. Site was
	purposes?		considered capable of development without
			significant impact on Green Belt purposes.
Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for negative
	historical,		impacts capable of appropriate mitigation
	archaeological, or		Cambridge East AAP requires measures to
	cultural interest		investigate archaeology on the site.
			investigate archaeology on the site.
	(including		
	conservation		
	areas, listed		
	buildings,		
	registered parks		
	and gardens and		
	scheduled		
	monuments)?		
CLIMATE CHA	NGE		
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
	energy resources?		energy.
	3 ,		Cambridge East AAP requires at least 10%
			of energy requirements to be met through
			renewables.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
	TH AND WELL BEING	2	ONLEW - 1 1000 Zone 17 10W 115K
Open Space	Will it increase the		GREEN = Assumes minimum on-site
Open Space			
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		Cambridge East AAP requires delivery of
	space?		open space to meet needs generated.
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		Assume onside provision as site of over 200
Facilities	sports facilities?		dwellings, which would be required to
			deliver on site facilities to meet policy.
			1.2km ACF from centre of the site to Fen
			Ditton Recreation Ground.
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		Assume onside provision as site of over 200
	for children and		dwellings, which would be required to
	teenagers?		deliver on site facilities to meet policy.
	toonagors:		1,247m ACF from centre of the site to Fen
			Ditton Recreation Ground.
Gyncy 8	Will it provide for		AMBER = No Impact
Gypsy & Traveller	Will it provide for		AIVIDEN = NO IIIIPAGI
Travellel	the		
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400m
District or	from the nearest		Will include local centre on site.
Local Centre	District or Local		
	centre?		
	1		

Diotopool City	How far is the site	R = >800m
Distance: City Centre		R = >800m
Centre	from edge of defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	682m ACF from centre of site to East
Service	centre or GP	Barnwell Health Centre.
	service?	Daniwell Health Centre.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
i aciiiles	of key local	benefit
	services and	Will include new local centre, and AAP
	facilities including	requires delivery of community facilities to
	health, education	meet needs.
	and leisure (shops,	meet needs.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
1 dominos	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Cambridge East AAP requires delivery of
		community facilities.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
Chamair :	Cambridge?	ODEEN. No effect as would assure at the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	Cambridge East AAP specifically requires
	supporting the	regard to be had to impact on other centres.
	vitality and viability	
	of Cambridge,	
	town, district and local centres?	
Employment	How far is the	AMBER = 1-3km
Employment - Accessibility	nearest main	2.3km ACF from centre of the site to
Accessibility	employment	Cambridge 003B (Cambridge Northern
	centre?	Fringe East & Trinity Hall Industrial Estate)
Employment -	Would	G = No loss of employment land / allocation
	vvoulu	G = 100 1055 or employment land / allocation

1 1	I develo de 19	to for eventuring ()
Land	development result	is for employment development
	in the loss of	Residential led, but potential to retain
	employment land,	employment north of Newmarket Road.
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Infrastructure improvements required to
	infrastructure,	accommodate this scale of development.
	including	Measures are set out in the Cambridge East
	communications	Area Action Plan.
	infrastructure and	
	broadband?	
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	New school provision required.
Distance:	How far is the	G = <400m
Primary	nearest primary	Primary school to be provided on site.
School	school?	
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	2.6km ACF from centre of site to Coleridge
School	school?	Community College.
TRANSPORT		<u> </u>
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path
	routes are	Development will provide opportunities for
	accessible near to	cycling infrastructure improvements.
	the site?	Measures are outlined in the Cambridge
		East Area Action Plan.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
	of site)?	
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	Total score 22
Score (SCDC)	been developed to	
,	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		Cambridge East AAP states all
station		development will be within 400m of a bus
		stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		Park and ride buses every 10 minutes.
Transport		Citi1 service runs part north of Cherry
		Hinton site, providing 20 minute frequency
		service.
		Cambridge East AAP development will be
		served by HQPT
L	L	Join Jingi i

	I	
Public		GG = 20 minutes or less (6)
transport		
journey time to		
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		
Centre		
Distance:	How far is the site	R = >800m
Railway	from an existing or	3,670m ACF from centre of the site to
Station	proposed train	Cambridge Station.
	station?	Ü
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Road access mitigation measures will be
	available capacity?	required.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	Development will provide opportunities for
	transport, walking	public transport / walking and cycling
	or cycling facilities?	infrastructure improvements. Measures are
		outlined in the Cambridge East Area Action
		Plan.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 10) Land
	between Huntingdon Road and Histon Road

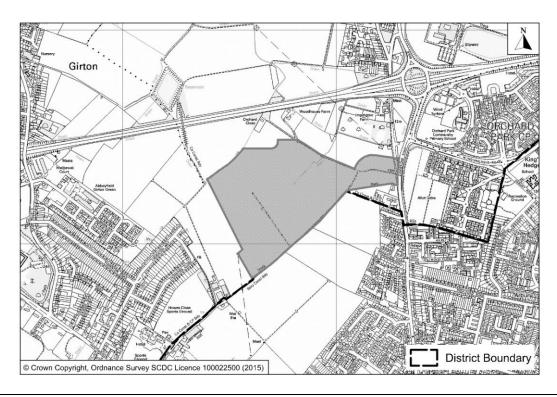
Site reference number(s): SP/2 / SS/2 & SC298

Consultation Reference numbers:

Site name/address: Land between Huntingdon Road and Histon Road – NIAB (Darwin Green)

2

Map:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB (Darwin Green) development within the city (the NIAB1 site).

NIAB (Darwin Green) 2 was removed form the Green Belt and allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.

Current use(s): Agricultural land

Proposed use(s): Housing-led urban extension

Site size (ha): South Cambridgeshire: 27.80 ha

Potential residential capacity: Approximately 900 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make	No significant area of previously developed
	use of previously	land.
	developed	
	land?	

Agricultural Land Minerals	Would development lead to the loss of the best and most versatile agricultural land? Will it avoid the sterilisation of economic mineral reserves?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - a large proportion of the site is grade 2, the remainder of the site is grade 3. GREEN = Site is not within an allocated or safeguarded area. The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site
		is allocated and developed any mineral extracted should be used in a sustainable manner.
POLLUTION	T	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Developable area avoids the air quality management area to the north. Mitigation measures will still be required, including consideration of the impact of development on air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 Adjacent to the AQMA, but residential development lies entirely outside the AQMA. (The policy requires appropriate mitigation). 150m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation High level of noise associated with A14, but capable of appropriate mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full

	where possible		mitigation
	enhance the quality		Development unlikely to affect water quality.
	of the water		Assumptions for a neutral impact are that
	environment?		appropriate standards and pollution control
			measures will achieved through the
			development process and will mitigate any
			impact on groundwater.
BIODIVERSITY			
Designated	Will it conserve		AMBER = Contains or is adjacent to an
Sites	protected species		existing site designated for nature
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation
	conservation		No impact on protected sites and species
	interest, and		(or impacts could be mitigated). Does not
	geodiversity?		contain designated sites, however adjacent
	(Including		to SSSI on Histon Road.
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		Assumptions for a neutral impact are that
	native species, and		existing features that warrant retention can
	help deliver habitat		be retained or appropriate mitigation will be
	restoration (helping		achieved through the development process.
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TDO	infrastructure)?		AMPER
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		The site contains and adjoins two groups of
	by a Tree Preservation Order		protected trees to the north and north east;
			woodlands around Woodhouse Farm and
Green	(TPO)?		South of Impington Farm. AMBER = No significant opportunities or
Infrastructure	Will it improve access to wildlife		
mmasuucture			loss of existing green infrastructure capable of appropriate mitigation
	and green spaces, through delivery of		Assumptions for a neutral impact include
	and access to		that appropriate design and mitigation
	green		measures would be achieved through the
	infrastructure?		development process.
LANDSCAPE	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		s.a. astor, moapasio or mingation
	distinctiveness of		
	landscape		

	character?	
Townscape	Will it maintain and	AMBER = negative impact on townscape
	enhance the	character, incapable of mitigation.
	diversity and	3 to the control of t
	distinctiveness of	
	townscape	
	character, including	
	through	
	appropriate design	
	and scale of	
	development?	
Green Belt	What effect would	GREEN = No Impact
	the development of	Site was removed from the Green Belt
	this site have on	through the previous round of plan making,.
	Green Belt	
	purposes?	
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
J	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation
	archaeological, or	Grade II* listed Girton College lies over
	cultural interest	400m from the site and is separated from it
	(including	by suburban housing. Impington Farm
	conservation	consists of a group of three former farm
	areas, listed	buildings located tight in the corner formed
	buildings,	by the old Cambridge Road and the A14.
	registered parks	The farmhouse may be of sufficient interest
	and gardens and	to list.
	scheduled	The site is located in an area of high
	monuments)?	archaeological potential. The Iron Age
		ringwork Arbury Camp was located to the
		immediate east (HER 08479) and
		croprmarks of probable Iron Age or Roman
		enclosures are known to the west (HER
		08955, 08956). Elements of this cropmark
		complex clearly extend into the proposal
		area. Archaeological excavations are
		currently underway in advance of
		development to south, with evidence for Iron
		Age and Roman settlement (HER
		ECB3788). County Historic Environment
		Team advise that further information
		regarding the extent and significance of
		archaeology in the area would be
		necessary. This should include the results
		of field survey to determine whether the
		impact of development could be managed
		through mitigation. Archaeological potential
		will require further information but the
		assumption for a neutral impact is that it is
		likely appropriate mitigation can be
AL INA	Non	achieved through the development process.
CLIMATE CHA		
Renewables	Will it support the	AMBER = Standard requirements for

	Luga of removeable	renewahlee would apply
	use of renewable	renewables would apply
Flood Risk	energy resources? Is site at flood risk?	GREEN = Flood Zone 1 / low risk Site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners propose substantial areas of new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A = 400 - 800m 400-800m from new local centre at NIAB1.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	A = 400 - 800m A new health facility is to be provided as part of the NIAB1 development.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	GREEN = New local facilities or improved existing facilities are proposed of significant benefit New local facilities or improved existing facilities are proposed of significant benefit. The development will include a new secondary school, primary school, local shopping and community facilities.
Community Facilities	Will it encourage and enable engagement in community	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible

	activities?	No facilities lost, and no new facilities proposed directly as a result of the
		development.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	Development would support vitality or
	supporting the	viability of existing centres. Local centre for
	vitality and viability	the whole development proposed within the
	of Cambridge,	adjoining development in Cambridge City.
	town, district and	
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	1.7km ACF from centre of the site to South
	employment	Cambridgeshire 006D (Histon, including
	centre?	Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	Potential to include elements of employment
	employment land,	development.
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Major utilities infrastructure improvements
	infrastructure,	required, but constraints can be addressed.
	including	The electricity, mains water, gas and
	communications	sewerage systems will need reinforcement
	infrastructure and	to increase capacity.
	broadband?	

Education Capacity Distance: Primary	Is there sufficient education capacity? How far is the nearest primary	AMBER = School capacity not sufficient, constraints can be appropriately mitigated After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. New schools to be provided on site. G = <400m New school to be provided on the NIAB2
School Distance: Secondary School	school? How far is the nearest secondary school?	site. G = Within 1km (or site large enough to provide new) A new school is to be provided on the
TDANCDORT		NIAB2 site.
TRANSPORT Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle / pedestrian link to Thornton Way.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 Total score 22
Distance: bus stop / rail station		GG = Within 400m (6) 266m from nearest bus stop
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre Distance for		GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street). GG = Up to 5km (6)
cycling to City Centre Distance:	How far is the site	2.33km ACF from the centre of the site to Cambridge Market. R = >800m
Railway	from an existing or	4,673m ACF from centre of the site to

Station	proposed train	Cambridge Station.
	station?	
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	Safe access can be achieved. Insufficient
	where there is	capacity on existing roads. The extent of
	available capacity?	necessary mitigation measures relating to
		highway capacity will need to be determined
		through transport modelling and a detailed
		transport assessment.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	Subject to there being good links from the
	transport, walking	development to the proposed orbital cycle
	or cycling facilities?	route to the southeast and to the adjoining
		development in Cambridge City and to the
		centre of Cambridge. There should also be
		a cycle / pedestrian link to Thornton Way.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 10) Land between Huntingdon Road and Histon Road
Sita rafaranca number(s): SS/2 & SC200	

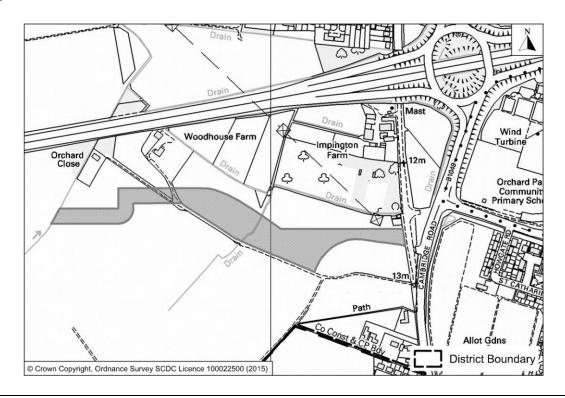
Site reference number(s): SS/2 & SC298

Consultation Reference numbers:

Site name/address: Land between Huntingdon Road and Histon Road – NIAB (Darwin Green)

3

Мар:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB (Darwin Green) developments within the City and South Cambridgeshire (the NIAB1 & 2 sites).

NIAB 2 was allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.

Current use(s): Agricultural land

Proposed use(s): Housing-led urban extension

Site size (ha): South Cambridgeshire: 3.16 ha

Potential residential capacity: Approximately 100 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make	No significant area of previously developed
	use of previously	land.

nd 2 land ecated or the ind and the site i.e. ely to be
cated or the ind and the site i.e.
cated or the ind and the site i.e.
the and and the site i.e.
the and and the site i.e.
the and and the site i.e.
the and and the site i.e.
the and and the site i.e.
the and and the site i.e.
ind and the site i.e.
ind and the site i.e.
the site i.e.
i.e.
If the site
neral
tainable
amabio
air
pact on
pact on
uality
tigation
•
luding
elopment
QMA, M11
ZIVIA, IVI I
atiol
ntial
he AQMA
itigation).
4.
le of
n A14, but
djacent to
,
ation, or
ation, or
ation, or e to
ation, or e to o achieve
ation, or e to o achieve igation)
ation, or e to o achieve
the A nkii

	Τ		
	where possible		mitigation
	enhance the quality		Development unlikely to affect water quality.
	of the water		Assumptions for a neutral impact are that
	environment?		appropriate standards and pollution control
			measures will achieved through the
			development process and will mitigate any
			impact on groundwater.
BIODIVERSITY			
Designated	Will it conserve		AMBER = Contains or is adjacent to an
Sites	protected species		existing site designated for nature
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation
	conservation		No impact on protected sites and species
	interest, and		(or impacts could be mitigated). Does not
	geodiversity?		contain designated sites, however adjacent
	(Including		to SSSI on Histon Road.
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		Assumptions for a neutral impact are that
	native species, and		existing features that warrant retention can
	help deliver habitat		be retained or appropriate mitigation will be
	restoration (helping		achieved through the development process.
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		The site contains and adjoins two groups of
	by a Tree		protected trees to the north and north east;
	Preservation Order		woodlands around Woodhouse Farm and
	(TPO)?		South of Impington Farm.
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		Assumptions for a neutral impact include
	and access to		that appropriate design and mitigation
	green		measures would be achieved through the
LANDOCADE	infrastructure?	III TUDAL '''	development process.
•	TOWNSCAPE AND C	ULTUKAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		Development at this site would have
	distinctiveness of		negative impacts on the Green Belt
	landscape		purposes however mitigation is possible.

	character?	
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	AMBER = negative impact on townscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible.
Green Belt	What effect would the development of this site have on Green Belt purposes?	AMBER = negative impact on Greenbelt purposes Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector as a whole (Sector 1) plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also preserves what remains of the separate identity of the southern part of Girton. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including	from the necklace villages. AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Grade II* listed Girton College lies over 400m from the site and is separated from it by suburban housing. Impington Farm

	conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list. The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
CLIMATE CHAI	NGE		admoved through the development process.
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk Site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	H AND WELL BEING)	
Open Space	Will it increase the quantity and quality of publically accessible open space?		DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners propose substantial areas of new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Gypsy &	Will it provide for		AMBER = No Impact

	1	
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	400-800m from new local centre at NIAB1.
Local Centre	District or Local	
Local Contro	centre?	
Distance: City	How far is the site	R = >800m
Centre	from edge of	K = 2000III
Centre	defined Cambridge	
	•	
Distance: CD	City Centre?	A 400 000
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	A new health facility is to be provided as
	centre or GP	part of the NIAB1 development.
	service?	
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of significant benefit.
	health, education	The NIAB developments will include a new
	and leisure (shops,	secondary school, primary school, local
	post offices, pubs	shopping and community facilities.
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
1 domaio	engagement in	replacement / appropriate mitigation
	community	possible
	Community	POSSIDIC
	activities?	No facilities lost, and no new facilities
	activities?	No facilities lost, and no new facilities
	activities?	proposed directly as a result of the
Late metion		proposed directly as a result of the development.
Integration	How well would the	proposed directly as a result of the development. GREEN = Good scope for integration with
with Existing	How well would the development on	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to
	How well would the development on the site integrate	proposed directly as a result of the development. GREEN = Good scope for integration with
with Existing	How well would the development on the site integrate with existing	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to
with Existing Communities	How well would the development on the site integrate	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to
with Existing Communities ECONOMY	How well would the development on the site integrate with existing communities?	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
with Existing Communities	How well would the development on the site integrate with existing	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to
with Existing Communities ECONOMY	How well would the development on the site integrate with existing communities? Does it address pockets of income	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities?	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40%
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges?	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of
with Existing Communities ECONOMY Deprivation (Cambridge)	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
with Existing Communities ECONOMY Deprivation	How well would the development on the site integrate with existing communities? Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of	proposed directly as a result of the development. GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of

	1	•			
	hierarchy, supporting the		Development would support vitality or viability of existing centres. Local centre for		
	vitality and viability		the whole development proposed within the		
	of Cambridge,		adjoining development in Cambridge City.		
	town, district and				
	local centres?				
Employment -	How far is the		AMBER = 1-3km		
Accessibility	nearest main		1.7km ACF from centre of the site to South		
	employment		Cambridgeshire 006D (Histon, including		
	centre?		Vision Park)		
Employment -	Would		G = No loss of employment land / allocation		
Land	development result		is for employment development		
	in the loss of		Potential to include elements of employment		
	employment land, or deliver new		development.		
	employment land?				
Utilities	Will it improve the		AMBER = Significant upgrades likely to be		
Othitics	level of investment		required, constraints capable of appropriate		
	in key community		mitigation		
	services and		Major utilities infrastructure improvements		
	infrastructure,		required, but constraints can be addressed.		
	including		The electricity, mains water, gas and		
	communications		sewerage systems will need reinforcement		
	infrastructure and		to increase capacity.		
	broadband?				
Education	Is there sufficient		AMBER = School capacity not sufficient,		
Capacity	education		constraints can be appropriately mitigated		
	capacity?		After allowing for surplus school places,		
			development of this site would be likely to		
			require an increase in school planned admission numbers, which may require the		
			expansion of existing schools and/or		
			provision of new schools. New schools to be		
			provided on the NIAB2 site.		
Distance:	How far is the		G = <400m		
Primary	nearest primary		New school to be provided on the NIAB2		
School	school?		site.		
Distance:	How far is the		G = Within 1km (or site large enough to		
Secondary	nearest secondary		provide new)		
School	school?		A new school is to be provided on the		
			NIAB2 site.		
	TRANSPORT				
Cycle Routes	What type of cycle		GREEN = Quiet residential street speed		
	routes are		below 30mph, cycle lane with 1.5m		
	accessible near to		minimum width, high quality off-road path		
	the site?		e.g. cycleway adjacent to guided busway.		
			Subject to there being good links from the development to the proposed orbital cycle		
			route to the southeast. There should also be		
			a cycle / pedestrian link to Thornton Way.		
HQPT	Is there High		GREEN = High quality public transport		
	Quality Public		service		
	Transport (at edge				
	of site)?				

Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 Total score 22
Distance: bus stop / rail station		GG = Within 400m (6) 266m from nearest bus stop
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 2.33km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m 4,728m ACF from centre of the site to Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated Safe access can be achieved. Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity will need to be determined through transport modelling and a detailed transport assessment.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Subject to there being good links from the development to the proposed orbital cycle route to the southeast and to the adjoining development in Cambridge City and to the centre of Cambridge. There should also be a cycle / pedestrian link to Thornton Way.

Appendix 2: Cambridge East – Land North of Cherry Hinton – Joint Sustainability Appraisal Pro Forma

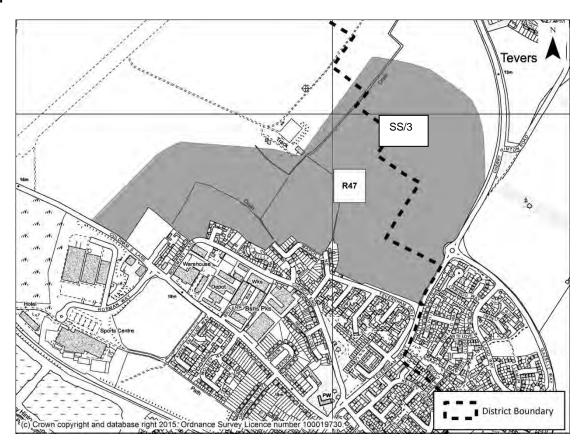
 Site Information
 Edge of Cambridge (Existing Allocation)

 Site reference number(s): R47 and land allocated in policy SS/3

 Consultation Reference numbers: R47 and land allocated in Policy SS/3

 Site name/address: Land north of Cherry Hinton

Map:



Site description: Open agricultural and airport land to the southeast of Cambridge Airport and north of Church End, Coldham's Lane and Cherry Hinton, adjacent to proposed site allocation R41: Land north of Coldham's Lane.

Current use(s): Agriculture and airport uses.

Proposed use(s): Residential and associated uses including a local centre, schools and open space.

Site size (ha): 46.83 ha. - South Cambridgeshire: 15.83 ha. Cambridge: 31.00 ha.

Potential residential capacity: 1,200 dwellings in total with 780 in Cambridge and 420 in South Cambridgeshire.

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	·
	use of previously	
	developed land?	
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land	development lead	grade 1 and 2 and land
Lanu	to the loss of the	graue i anu z anu ianu
	best and most	Approximately half of the site is Grade 2
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	Mandal da a	AMDED O'LL L'ANDED AND AND AND AND AND AND AND AND AND AN
Air Quality	Would the development of the	AMBER = Site lies near source of air
	sites result in an	pollution, or development could impact on air quality adverse impacts.
	adverse	an quanty adverse impacts.
	impact/worsening	The site would be a significant trip generator
	of air quality?	(and therefore add to local emissions) and
		would require an Air Quality Impact
l		Assessment under current policies and
		likely to require mitigation to meet policy
	1 1 1 1 11	objectives.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA, the M11 or the	A14
	A14?	
Pollution	Are there potential	Noise and vibration: Receptor: Amber:
	Odour, light noise	The site is adjacent to the Airport fire
	and vibration	training facilities. Fire training is undertaken
	problems if the site	and can include lighting fires, fire engine
	is developed, as a	and planting equipment noise that may
	receptor or	cause an adverse impact on amenity. The
	generator	Amber score is conditional on the relocation
	(including compatibility with	of the facility.
	neighbouring	Receptor: Amber: Site near Cambridge
	uses)?	Airport - noise from aircraft movements
		including flight school and helicopters,
		commercial activities including engine
		testing as well as traffic noise from
		Coldham's Lane will require assessment as
		part of the planning application process.
l		Mitigation measures including detailed
l		layout and design of the development and
		specific mitigation measures within the built fabric of development as may be necessary
		Tablic of development as may be necessary
		Generator Green: No adverse impact or
		capable of full mitigation.
		·
		Light pollution: Receptor: Amber: There
		could be adverse light impacts from the fire
		training sessions under dark light
		conditions.
		Congretor: Ambor: Detential for external
		Generator: Amber: Potential for external

T		
		domestic lighting to impact on operations at the Airport. Liaison between developer and Airport will be necessary. Any adverse impacts are capable of mitigation.
		Odour problems: Receptor: Amber: The proximity of the site to the fire training centre has the potential to generate significant odour and smoke. Complaints from the fire drills may cause an adverse impact on amenity. The Amber score is conditional on the relocation of the facility.
		Generator: Green. No adverse effect of capable of full mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation).
		The site currently forms part of the Marshall Cambridge Airport which incorporates a number of current and historic potentially contaminative uses, and is within 250m of the former Coldham's Lane landfills. Further contamination assessment will be required as part of the planning process.
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation.
	environment?	Not within Source Protection Zone 1.
BIODIVERSITY	,	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation
	interest, and geodiversity? (Including International and locally designated sites)	Site contains Teversham Drift Hedgerow City Wildlife Site. Potential to incorporate into development given sufficient buffer to the built environment. Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links. Potential to retain existing habitat features
	,	

TPO	deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		and enhance current arable fields through a considered landscaping scheme, integrating open space provision and surface water drainage. Opportunities to create a shared natural green space provision could offer the maximum gain for biodiversity. Farmland species such as Brown Hare, require large open spaces to be retained if to continue to use the site. (N.B. This assessment had been undertaken as a desk based exercise and is not informed by any up to date survey information). GREEN = Site does not contain or adjoin any protected trees. There are no Tree Preservation Orders on or near the site. (N.B There is a small area of hedgerow and trees adjacent to the drain in the southern part of the site that are of landscape and habitat value within the site. Given the
			habitat value within the site. Given the current land management, TPOs may not have been appropriate but these trees are likely to be worthy of protection)
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species. Opportunity to increase biodiversity within any new natural open space. Including retention, buffering and long term management of the existing hedgerow, hedgerow trees, woodlands and ditches.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)

	T , , ,	
	and scale of	
Green Belt	development?	CDEEN No impact or Minor positive
Green Beit	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes.
	this site have on	The site is not in the Onesa Delt
	Green Belt	The site is not in the Green Belt.
	purposes?	Change Dalt afterware released as most of the
		Green Belt site was released as part of the
		2006 Cambridge Local Plan & Cambridge
I I and the sum	MCH it was to at an	East AAP
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation.
	archaeological, or	Circuition at a make a sale minet evidence in
	cultural interest	Significant archaeological evidence is
	(including	present in many parts of the site which will
	conservation	require excavation in advance of any
	areas, listed	development for which consent may be
	buildings,	granted.
	registered parks	
	and gardens and	
	scheduled	
OLIMATE OLIA	monuments)?	
CLIMATE CHA	1	AMPED OL I I I I
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		Some risk of surface water flooding around
		the periphery and middle of the site.
		Capable of mitigation although could affect
	THE AND MELL DEING	site density.
	TH AND WELL BEING	ODEEN
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite.
	accessible open	No abolesia apparatustat di companya di co
	space?	No obvious constraints that prevent the site
Distant	11	providing minimum on - site provision.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Site is within 1km of nearest outdoor sports
		facilities and will provide its own outdoor
D: (5:		sports facilities.
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space	0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,
	for children and	Site is within 400m of children's / teenager's
	teenagers?	play space and will make its own provision
		for children and teenagers.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	

	1	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	2 400
Distance:	How far is the site	G = <400m
District or	from the nearest	The effectivity is about a provide a beautiful
Local Centre	District or Local	The site will include a new local centre.
	centre?	
Distance: City	How far is the site	R = >800m
Centre	from edge of	K = >000111
Contro	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	The majority of the site is more than 800m
	service?	from the nearest health centre or GP
	AAPH 14.1	service.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
lete enetice	activities?	CDEEN Cood soons for intermedian with
Integration	How well would the	GREEN = Good scope for integration with
with Existing Communities	development on the site integrate	existing communities / of sufficient scale to
Communices	with existing	create a new community.
	communities?	
ECONOMY	1	
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
	and employment	(LSOA) within Cambridge.
	deprivation	
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	, , , , , , , , , , , , , , , , , , , ,
	merarchy,	

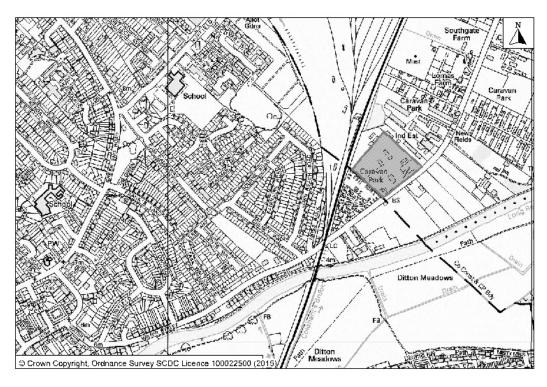
witality and viability of Cambridge, town, district and local centres? Employment - Accessibility Employment - Centre? Would development result in the loss of employment land, or deliver new employment land? Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Distance: Primary School Distance: Primary School Distance: Primary School Distance: Primary School TRANSPORT What type of cycle rouse are accessible near to the site? What type of cycle rouse are accessible near to the site? What type of cycle rouse are accessible near to the site? What type of cycle rouse are accessible near to the site? What type of cycle rouse are accessible near to the site? AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, capacity not sufficient, capacity not		T 2 4		<u> </u>				
Secondary School Secondary S		supporting the						
town, district and local centres?								
Incomplete								
Employment - Accessibility		*						
Accessibility nearest main employment centre? Employment - Would development result in the loss of employment land, or deliver new employment land? Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Is there sufficient education capacity? Distance: Primary School School Primary School TRANSPORT TRANSPORT What type of cycle routes are accessible near to the site? What type of cycle routes are accessible near to the site? I employment or is for another non-residential use of Employment is for employment land / allocation is for employment land / allocation is for employment land / allocation is for employment development is for emplo		local centres?						
employment centre? Employment centre? Would development result in the loss of employment land, or deliver new employment land? Utilities Will it improve the level of investment in key community services and infrastructure and broadband? Education Capacity Distance: Primary School Distance: Power are steemed primary school? How far is the nearest primary School Distance: How far is the nearest primary School TRANSPORT TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Will it type of cycle routes are accessible near to the site? Would development result in the loss of employment land / allocation is for employment development in for employment development is for employment development in for employment development in for employment development in for employment development and provision but the site of employment land / allocation is for employment development and placetime in for employment development in for employment land / allocation is for employment development in for employment development is for employment development in for employment development is for employment development in for employment development is for employment development in for employment development is for employment development in for employment development is for employment development in for employment developmen	Employment -	How far is the		GREEN = <1km or allocation is for or				
Employment - Would development result in the loss of employment land, or deliver new employment land? Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity School How far is the nearest primary school? Distance: Primary School Distance: Secondary School TRANSPORT Cycle Routes Would development result in the loss of employment land / allocation is for employment development in the lost of english is for employment development d	Accessibility	nearest main		includes a significant element of				
Employment - Would development result in the loss of employment land, or deliver new employment land? Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity School How far is the nearest primary school? Distance: Primary School Distance: Secondary School TRANSPORT Cycle Routes Would development result in the loss of employment land / allocation is for employment development in the lost of english is for employment development d		employment		employment or is for another non-residential				
Land development result in the loss of employment land, or deliver new employment land, or deliver new employment land?		centre?						
Land development result in the loss of employment land, or deliver new employment land?	Employment -	Would		G = No loss of employment land / allocation				
in the loss of employment land, or deliver new employment land? Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Is there sufficient education capacity? AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated Capacity Distance: Primary School Distance: Becondary School Distance: Secondary School There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? A BER = Significant upgrades likely to be required, constraints capable of appropriate mitigation AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation AMBER = School capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation Frequired, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not sufficient, constraints capable of appropriate mitigation AMBER = Setool capacity not		development result						
Utilities Utilities Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Distance: Primary School Distance: Becondary School Distance: How far is the nearest primary school? Distance: Secondary School While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT TRANSPORT Cycle Routes Or deliver new employment land? AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				. ,				
Utilities Utilities Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Distance: Primary School Distance: Becondary School Distance: How far is the nearest primary school? Distance: Secondary School While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT TRANSPORT Cycle Routes Or deliver new employment land? AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Utilities Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity Distance: Primary School Distance: How far is the nearest primary school? For a primary School Distance: How far is the nearest primary school? For a primary School TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Will it improve the required, constraints capable of appropriate mitigation AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre: Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Utilities								
level of investment in key community services and infrastructure, including communications infrastructure and broadband?	Utilities			AMBER = Significant upgrades likely to be				
in key community services and infrastructure, including communications infrastructure and broadband? Education Capacity								
Services and infrastructure, including communications infrastructure and broadband? Services and broadband. Services and broadband? Services and broadband. Services								
infrastructure, including communications infrastructure and broadband? Education Capacity Is there sufficient education capacity? Distance: Primary School School? How far is the nearest primary school? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Becondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				Tinagation				
including communications infrastructure and broadband? Education Capacity								
Communications infrastructure and broadband? Sthere sufficient education Capacity Is there sufficient education capacity? AMBER = School capacity not sufficient, constraints can be appropriately mitigated		1						
Education Capacity Is there sufficient education capacity? AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated Bistance: Primary School Distance: Secondary School Distance: How far is the nearest primary school, the site over 800m from a primary school, the site is large enough to provide its own facilities. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Education Capacity Is there sufficient education capacity? AMBER = School capacity not sufficient, constraints can be appropriately mitigated AMBER = School capacity not sufficient, constraints can be appropriately mitigated Bistance: Primary school? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School? Distance: Secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Education Capacity Is there sufficient education capacity? AMBER = School capacity not sufficient, constraints can be appropriately mitigated G = <400m While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Capacity education capacity? Distance: Primary School school? Distance: How far is the nearest primary school? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School Distance: Secondary School There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	Education			AMPER - School capacity not sufficient				
Distance: Primary School Distance: Primary School Distance: Power a primary school, the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School Distance: Secondary School There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				·				
Distance: Primary School Distance: Primary School Distance: Secondary School Distance: Secondary School TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? A = 1 to 3 km. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. A = 1 to 3 km. A = 1 to 3 km.	Capacity			constraints can be appropriately mitigated				
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.		capacity?						
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Primary School School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School How far is the nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	Distance:	How far is the		G = <100m				
School School? School? While the majority of the site over 800m from a primary school, the site is large enough to provide its own facilities. A = 1 to 3 km. A = 1 to 3 km. There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				0 = 2400111				
from a primary school, the site is large enough to provide its own facilities. Distance: Secondary School School School? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	_	-		While the majority of the cite over 800m				
Distance: Secondary School School There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	301001	SCHOOLS		, ,				
Distance: Secondary School Sch								
Secondary School nearest secondary school? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	Distance	Harris Har						
School? There is a proposal to provide a new secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				A = 1 10 3 KIII.				
secondary school to the east of the City. Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	_	_		Thore is a proposal to provide a const				
Score would change to Green if the school is located on or close to this site. TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	SCHOOL	SCHOOL!		·····				
TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.				· · · · · · · · · · · · · · · · · · ·				
TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
Cycle Routes What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	TD ANGE OF			is located on or close to this site.				
routes are accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
accessible near to the site? Good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.	Cycle Routes			AMBER = Medium quality off-road path.				
the site? but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.		the site?						
cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.								
poor links to North and East with no provision on Coldham's Lane.				•				
provision on Coldham's Lane.								
HOPT Is there High GREEN = High quality public transport				provision on Coldham's Lane.				
ortelle - riigir quality public transport	HQPT	Is there High		GREEN = High quality public transport				

	T	
	Quality Public	service.
	Transport (at edge of site)?	The Citi 1 route runs along the edge of the site on Cherry Hinton Road in South Cambridgeshire. The route that runs along Coldham's Lane (route 17), is not a high quality service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 (20) Total score of 20
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		A = 41 to 50 minutes (2)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	Provision of access via Cherry Hinton Road / Teversham Drift likely to be acceptable subject to detailed design. Access onto Coldham's Lane will require careful consideration of how this would work with existing junctions to the east.
		Any access strategy should seek to minimise rat-running, including via Rosemary Lane and Church End, and also provide permeability into the existing built-up areas for pedestrians and cyclists.
		Pedestrian and cycle connections to 'the Tins' cycle route together with safe crossing of Coldham's Lane is likely to be an important consideration, together with a

		review of provision for cyclists on the Coldham's Lane corridor itself given the carriageway is narrow and speeds can be high.
		If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment (TA) and Travel Plan.
Non-Car Facilities	Will it make the transport network	AMBER = No impacts
	safer for public transport, walking or cycling facilities?	

Site Information		
Development Sequence	Edge of Cambridge	
Site reference number(s): SC334		
Consultation Reference numbers: N/A		
Site name/address: Cambridge, Fen Road		

Мар:



Site description: The site lies to the west of Chesterton Fen Road, at the southern end, on the north-eastern outskirts of Cambridge. The site adjoins a light industrial estate to the north, the London to Kings Lynn railway line lies to the west, and a residential caravan park to the south. To the east lies remote residential properties in extensive grounds and meadows, leading down to the River Cam. The site currently largely in open storage use.

Current use(s): Open storage

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 1.74 ha.

Potential residential capacity: 63 dwellings (40 dph)

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	
	use of previously	0% to 24% Previously Developed Land
	developed	(PDL)
	land?	
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	

	versatile	
	agricultural land?	
Minerals	Will it avoid the sterilisation of economic mineral	GREEN = Site is not within an allocated or safeguarded area.
	reserves?	
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts UPDATE: Score updated from Green to
	of air quality?	Amber to reflect minor negative impacts Site lies near source of air pollution, or development could impact on air quality, with minor negative impacts incapable of
		mitigation.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	RED = Significant adverse impacts incapable of appropriate mitigation Will create significant negative impacts to, or as a result of, the development, incapable of adequate mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) The site was used for storage and contains an area of filled land. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY	· · · · · · · · · · · · · · · · · · ·	

Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
Oiles	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		greenspace. No or negligible impacts
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		g
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		3 · · · · · · · · · · · · · · · · · · ·
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		Neutral impact (existing features retained,
	and access to		or appropriate mitigation possible).
	green		Assumptions for the state of th
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
LANDSCADE		III TUDAL '''	development process.
	TOWNSCAPE AND C	ULIUKAL HI	
Landscape	enhance the		GREEN = No impact (generally compatible,
			or capable of being made compatible with local landscape character, or provide minor
	diversity and distinctiveness of		improvements)
			improvements)
	landscape character?		Minor Positivo Impact (Dovolonment would
	Unaracler!		Minor Positive Impact (Development would relate to local landscape character and offer
			opportunities for landscape enhancement) -
			site used for open storage and could be
			visually improved.

·	Will it maintain and enhance the	AMBER = negative impact on townscape character, incapable of mitigation.
c		character, incapable of mitigation.
		-
	diversity and	
c	distinctiveness of	Minor Negative Impact (development
t t	ownscape	conflicts with townscape character, minor
c	character, including	negative impacts incapable of mitigation) -
t t	hrough	site sits between a caravan site and light
	appropriate design	industrial buildings. As such residential
	and scale of	development would be out of character with
I -	development?	the street scene on either side. However the
		caravan site has been allocated for
		development in the Cambridge Local Plan
Green Belt V	What effect would	GREEN = No impact or Minor positive
		impact on Green Belt purposes
	he development of his site have on	Impact on Green Belt purposes
	Green Belt	
	ourposes?	ODEEN OF L
	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	eatures or areas of	is no impact to the setting
	nistorical,	
	archaeological, or	Neutral impact (existing features retained,
c	cultural interest	or appropriate mitigation possible).
(including	Archaeological potential will require further
c	conservation	information but the assumption for a neutral
l a	areas, listed	impact is that it is likely appropriate
l t	ouildings,	mitigation can be achieved through the
	egistered parks	development process.
	and gardens and	' '
	scheduled	
	nonuments)?	
CLIMATE CHANG	•	
Renewables V	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
-	energy resources?	
	s site at flood risk?	GREEN = Flood Zone 1 / low risk
T TOOG T KIOK	o one at need next.	CREEN - 1 1000 Zone 17 10W Hor
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed
ΗΙΙΜΑΝ ΗΕΔΙ ΤΗ	AND WELL BEING	carrier be appropriately addressed
	Will it increase the	 GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
		provided orisite
	accessible open	
	space?	ODEEN Aleman analisa massistan
	How far is the	GREEN = <1km or onsite provision
•	nearest outdoor	0.71 1.05 (1
Facilities s	sports facilities?	0.7km ACF from centre of the site to Fen
		Ditton Recreation Ground.
	How far is the	AMBER = 400 - 800m
Facilities r	nearest play space	
	or children and	747m ACF from centre of the site to Fen
fe		747m ACF from centre of the site to Fen Ditton Recreation Ground.

· ·	Ta	
Traveller	the	Site currently allocated for Gypsy and
	accommodation	Traveller pitches.
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	882m ACF to Fen Ditton High Street.
Local Contro	centre?	COZITI NOT LOT OIT BILLOTT HIGH CLICOL.
Distance: City	How far is the site	R = >800m
Centre	from edge of	K = >000111
Centre		
	defined Cambridge	
D: / OD	City Centre?	A 400 000
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	
	centre or GP	580m ACF from centre of site to Nuffield
	service?	Road Medical Centre, Cambridge.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	, , ,
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	do volopinioni.
	post offices, pubs	
	etc?)	
Community	,	GREEN = Development would not lead to
Facilities	Will it encourage	
racillues	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	
	communities?	Residential development would be out of
		character with adjoining land uses.
ECONOMY		, , ,
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Sambriage)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	•	wanipie Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
		1
	deprived wards of	

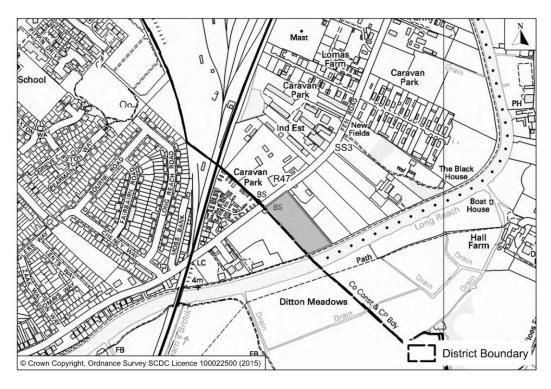
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and local centres?	which include retail, offices, or leisure uses.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use.
		0.9km ACF from centre of site to Cambridge
		003B (Cambridge Northern Fringe East &
	100	Trinity Hall Industrial Estate)
Employment -	Would	A = Some loss of employment land and job
Land	development result in the loss of	opportunities mitigated by alternative allocation in the area (< 50%).
	employment land,	allocation in the area (< 50 %).
	or deliver new	Development would have a minor negative
	employment land?	effect on employment opportunities, as a
		result of the loss of existing employment
		land.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Major utilities Infrastructure improvements
	infrastructure, including	Major utilities Infrastructure improvements required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and	sewerage systems will need reinforcement
	broadband?	to increase capacity.
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places.
	capacity?	
		School capacity constraints but potential for
Distance:	How far is the	improvement to meet needs A = 400 - 800m
Primary	nearest primary	A - 400 - 000111
School	school?	620m ACF from centre of site to Shirley
		School, Cambridge.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	2.1km ACF from centre of site to North
		Cambridge Academy, Cambridge.
		Site is within 3km of: Chesterton Community
		College, Cambridge; North Cambridge
		Academy (formerly Manor Community College), Cambridge and Parkside
		Community College, Cambridge.
TRANSPORT	1	
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane

	1	
	routes are	less than 1.5m width with medium volume of
	accessible near to	traffic. Having to cross a busy junction with
	the site?	high cycle accident rate to access local
		facilities/school. Poor quality off road path.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
	of site)?	
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	27 THE STALL OF THE 20010 TO 20
Score (SCDC)	been developed to	Total Score 21
Score (SCDC)	consider access to	Total Score 21
		LIDDATE: Soore undeted from 20 to 21 to
	and quality of	UPDATE: Score updated from 20 to 21 to reflect total if scores below
	public transport,	reflect total if scores below
	and cycling. Scores	
	determined by the	
D: .	four criteria below.	A W/// 000 (0)
Distance: bus		A = Within 800m (3)
stop / rail		
station		768m ACF from the centre of the site to the
		nearest bus stop with Citi 2 service
		(Chesterton, Franks Lane).
Frequency of		GG = 10 minute frequency or better (6)
Public		
Transport		Citi 2 - 10 Minute Service
Public		GG = 20 minutes or less (6)
transport		` ,
journey time to		14 Minutes from to Cambridge (Chesterton,
City Centre		Franks Lane to Cambridge, Emmanuel
		Street)
Distance for		GG = Up to 5km (6)
cycling to City		33 - 3p to skill (6)
Centre		3.37km ACF to Cambridge Market
Distance:	How far is the site	R = >800m
Railway	from an existing or	1. – 2000111
Station	proposed train	3,514m ACF from centre of the site to
Station		· ·
A	station?	Cambridge Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	Edge of Cambridge
Site reference number(s): SCH/6	
Consultation Reference numbers:	

Site name/address: Chesterton Fen Road, Milton

Мар:



Site description: Field off Fen Road adjoining River Cam. Hedges with occasional trees to boundaries.

Current use(s): Rough grazing

Proposed use(s): Residential boat moorings

Site size (ha): South Cambridgeshire: 0.95 ha.

Potential residential capacity: N/A

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	GREEN = Neutral. Development would not affect grade 1 and 2 land.
Minerals	Will it avoid the	GREEN = Site is not within an allocated or

	otorilioction of	cofeguarded area
	sterilisation of	safeguarded area.
	economic mineral	
DOLLUTION	reserves?	
POLLUTION	Manda tha	AMPED Citalian manufactures of air
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Site lies near source of air pollution, or development could impact on air quality, with minor negative impacts incapable of mitigation.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
AQIVIA	near to an AQMA, the M11 or the A14?	A14
Pollution	Are there potential Odour, light noise and vibration	AMBER = Adverse impacts capable of adequate mitigation
	problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Site lies near to industrial premises on Fen Road with potential negative impacts, but these should be capable of mitigation.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
	Will it conserve	GREEN - Does not contain is not adjacent
Designated Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	Would development	AMBER = Development would have a negative impact on existing features or

	reduce habitat fragmentation,		network links but capable of appropriate mitigation
	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity		Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
	between green infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation
	and access to green infrastructure?		Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - site could impact on the landscape setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum. AMBER = negative impact on townscape
томпъсаре	enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		character, incapable of mitigation. Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - site could impact on the setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes Site is within the Green Belt, but Policy H/6 proposes to keep development to a minimum.

Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for negative
	historical,		impacts capable of appropriate mitigation
	archaeological, or		1 1 1 3
	cultural interest		Site could impact on the setting of Fen
	(including		Ditton conservation area, which contains
	conservation		several listed buildings. However, Policy H/6
	areas, listed		proposes to keep development to a
	buildings,		minimum. There is known archaeology in
	registered parks		the area, which will require assessment
			•
	and gardens and		prior to development.
	scheduled		
01 134 4 77 011 4	monuments)?		
CLIMATE CHA		ı	
Renewables	Will it support the		AMBER = Standard requirements for
	use of renewable		renewables would apply
	energy resources?		
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk
HUMAN HEALT	TH AND WELL BEING	ì	
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		
	space?		
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		Citalian of official providers.
Facilities	sports facilities?		0.7km ACF from centre of the site to Fen
1 dominoo	oporto radintido:		Ditton Recreation Ground.
Distance: Play	How far is the		AMBER = 400 -800m
Facilities	nearest play space		TAMBER = 400 GOOM
1 dollitioo	for children and		745m ACF from centre of the site to Fen
			Ditton Recreation Ground.
Cupou	teenagers? Will it provide for		
Gypsy &	_		AMBER = No Impact
Traveller	the		
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		R = 800m
District or	from the nearest		
Local Centre	District or Local		804m ACF to Fen Ditton High Street.
	centre?		-
Distance: City	How far is the site		R = >800m
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		A = 400 - 800m
Service	nearest health		7. – 100 000111
COLVIOC	centre or GP		700m ACF from centre of site to Nuffield
	service?		
Kov Loog!			Road Medical Centre, Cambridge.
Key Local	Will it improve		AMBER = No impact on facilities (or

Facilities	quality and range	satisfactory mitigation proposed).
	of key local services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	·
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable engagement in	the loss of any community facilities or replacement / appropriate mitigation
	community	possible
	activities?	Peddibie
		No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	
	with existing communities?	
ECONOMY	Communics:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
,	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The indicator is likely to apply particularly to sites
	of Cambridge, town, district and	which include retail, offices, or leisure uses.
	local centres?	Willow Willows Tetall, Offices, of leisure uses.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
·	employment	employment or is for another non-residential
	centre?	use.
Employment	Would	·
• •		
	in the loss of	io io. ompio/mont dovolopmont
	employment land,	
Employment - Land	Would development result in the loss of	employment or is for another non-residential

	an dally an area.	
	or deliver new	
Utilities	employment land? Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and	GREEN = Existing infrastructure likely to be sufficient
Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places
		School capacity constraints but potential for improvement to meet needs
Distance:	How far is the	A = 400 - 800m
Primary School	nearest primary school?	740m ACF from centre of site to Shirley School, Cambridge.
Distance: Secondary School	How far is the nearest secondary school?	A = 1 to 3 km 2.1km ACF from centre of site to North Cambridge Academy, Cambridge.
		Site is within 3km of: Chesterton Community College, Cambridge; North Cambridge Academy (formerly Manor Community College), Cambridge and Parkside Community College, Cambridge.
TRANSPORT	1	
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 Total score 20
Distance: bus stop / rail station		R = Within 1000m (2) 835m ACF from the centre of the site to the nearest bus stop with Citi 2 service

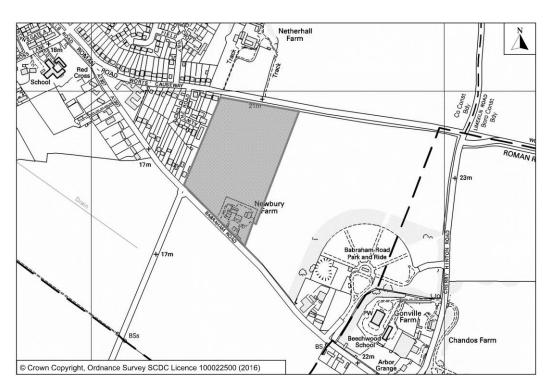
		(Chesterton, Franks Lane).
Frequency of		GG = 10 minute frequency or better (6)
Public		(-)
Transport		Citi 2 - 10 Minute Service
Public		GG = 20 minutes or less (6)
transport		
journey time to		14 Minutes from to Cambridge (Chesterton,
City Centre		Franks Lane to Cambridge, Emmanuel
		Street)
Distance for		GG = Up to 5km (6)
cycling to City		
Centre		3.35km ACF to Cambridge Market
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	3,421m ACF from centre of the site to
	station?	Cambridge Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	, °
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	'
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	Edge of Cambridge Broad Location 7- Land
	Between Babraham Road and Fulbourn Road

Site reference number(s): CC929a Consultation Reference numbers: GB2

Site name/address: Land South of Worts' Causeway

Мар:



Site description: Arable open field south of Worts' Causeway and north of Babraham Road. The site includes the farmyard at Newbury Farm.

Current use(s): Agriculture and farm yard

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 0 Cambridge: 7.73 ha.

Potential residential capacity: 230 dwellings (40dph)

LAND	LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL	
Agricultural	Would		AMBER = Minor loss of grade 1 and 2	
Land	development lead		land	
	to the loss of the			
	best and most		Approx. half (3.4ha) of the site is on	
	versatile		Grade 2 land with the remainder on	

	agricultural land?	urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Site adjacent in part to a major road and to a busy access road. Frontages will be the noisiest part of the site from the road. Possible commercial building to the west, may also impact on proposed residential. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. Site has been used for agricultural purposes and farm yard.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY	LANCE CO.	AMPED Contains ! !
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	T		
	geodiversity? (Including International and locally designated sites)		Site adjacent to Netherhall Farm Meadow County Wildlife Site and Worts' Causeway Protected Roadside Verge. Sites potentially vulnerable if changes to existing management are proposed.
Biodiversity	Would development reduce habitat fragmentation, enhance		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action		Double hedgerow and verge along northern boundary with Worts' Causeway is of particular ecological value.
	Plan targets, and maintain connectivity between green infrastructure)?		As with other arable sites this area is likely to support declining farmland bird species such as Grey Partridge and Corn Bunting.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure Site already has permissive access allowing access to the area of Farmland identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the area.
LANDSCAPE, TO	OWNSCAPE AND CU	I TURAL HEI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
			Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created.
			UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it

		also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and
Green Belt	What effect would the development of this site have on Green Belt purposes?	the Cambridge Green Belt. AMBER = negative impact on Greenbelt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge eastward and would have an impact on compactness; Coalescence – Green: There would be no coalescence issues related to this site; Setting of Cambridge – Amber: The setting of the City could be maintained if develop were restricted to 2-storey and include

landscape buffer areas;

- Key views of Cambridge Amber: Views of the site from the west are partially screened by existing vegetation to the west of the site;
- Soft green edge Amber: There is a lesser quality existing soft green edge to Alwyne Road (garden boundaries) which could be replicated and improved to the west of the site:
- Distinctive urban edge Green: No effect on distinctive urban edge;
- Green corridors Green: There would be no loss of land associated with a recognised green corridor;
- Green Belt villages Green: The proposed development would not affect Green Belt villages;
- Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate.

Overall amber: although development of the site would negatively affect Green Belt purposes there would be opportunities to mitigate.

UPDATE INNER GREEN BELT **BOUNDARY STUDY 2015 – This** report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east. halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous

	I	
		landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical,	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of
	archaeological, or cultural interest	appropriate mitigation
	(including	Extensive late prehistoric and Roman
	conservation	cropmarked sites known. A pre-
	areas, listed buildings,	development archaeological survey should be required.
	registered parks	
	and gardens and scheduled	
	monuments)?	
CLIMATE CHANG	GE	
Renewables	Will it support the use of renewable	AMBER = Standard requirements for
	energy resources?	renewables would apply
Flood Risk	Will it minimise risk	AMBER = Flood Zone 2 / medium risk
	to people and	Cita is in flood wors 4. Issuest vists of
	property from flooding, and	Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant
	account for all	amount of surface water flooding
	costs of flooding	towards the south of the site. Careful

	The second	
	(including the	mitigation required, which could impact
	economic,	on achievable site densities as greater
	environmental and	level of green infrastructure required.
	social costs)?	
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
' '	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	promata sheke
	space?	No obvious constraints that prevent the
	орасс.	site providing full onsite provision.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	GIVEEIN = VIKIII OI OIISILE PIOVISIOII
Facilities	sports facilities?	Nightingalo Poe loss than 1km ACE
		Nightingale Rec less than 1km ACF
Distance: Play	How far is the	RED = >800m
Facilities	nearest play space	
	for children and	Nightingale Rec less than 1km ACF
	teenagers?	***************************************
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R =>800m
District or Local	from the nearest	
Centre	District or Local	987m ACF from centre of site to
	centre?	Wulfstan Way
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R =>800m
Service	nearest health	1. 7 000
0011100	centre or GP	Doctors' surgery on Wulfstan Way just
	service?	over 1km ACF
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
า ผงแนนชื่อ	of key local	satisfactory miligation proposed).
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	000000
Community	Will it encourage	GREEN = Development would not lead
Facilities	and enable	to the loss of any community facilities
	engagement in	or replacement / appropriate mitigation
	community	possible
	activities?	
Integration with	How well would the	GREEN = Good scope for integration
Existing	development on	with existing communities / of sufficient
Communities	the site integrate	scale to create a new community.

	1 10 1 0	
	with existing communities?	Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration, possibly in conjunction with site CC930 (GB1) to the north.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. Site in Queen Edith's LSOA 7995: 3.99
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres The site is too small to support a new local centre. The nearest local centre is Wulfstan Way, but this is greater than 800m away. The development of the site is unlikely to have an impact on the existing hierarchy, but the site would have relatively poor access to local shopping.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use 0.4Km ACF from centre of site to Cambridge 013D (Addenbrooke's site)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.

Distance: Primary School Primary Sch			
Distance: Primary School Reaction of the street of the site of the street of the site. Distance: Primary School Reaction of the street of street of the street of street		education	sufficient, constraints can be
Primary School nearest primary school? Site is beyond 800m from nearest primary school but is large enough to provide its own facilities. Distance: Secondary school but is large enough to provide its own facilities. A = 1 to 3 km Netherhall is 1.3 km ACF TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? What type of cycle routes are accessible near to the site? AMBER = Medium quality off-road path. Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? Site is more than 500m from a bus route. Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 Total score 20 Distance: bus stop / rail station Distance: bus stop / rail station Distance: bus stop / rail station			
Distance: Secondary School TRANSPORT Cycle Routes What type of cycle routes are accessible near to the site? A Sabove extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Sustainable Transport Score (SCDC) Distance: bus stop / rail station Distance: bus stop / rail station PRANSPORT A HQPT A HOW far is the nearest secondary steed nearest secondary school? A = 1 to 3 km A MBER = Medium quality of roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the developed to the evening peak as above extending the access restriction to the evening peak as above extending the access restriction to the evening peak as above extending the access restriction to the evening peak as above extending the access restriction to the evening peak as above extending the access restriction to the evening peak could be considered. RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. Total score 20 Total score 4 to 4 t		nearest primary	•
Secondary School? Netherhall is 1.3 km ACF			primary school but is large enough to
School School? Netherhall is 1.3 km ACF		How far is the	A = 1 to 3 km
Cycle Routes What type of cycle routes are accessible near to the site? Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Sustainable Transport Score (SCDC) Sustainable Transport, and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Dark GREEN = Score 19-25 Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park	School		Netherhall is 1.3 km ACF
routes are accessible near to the site? Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 Total score 20 Distance: bus station Distance: bus station G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park			
the site? Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. Transport Score (SCDC) Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park	Cycle Routes	routes are	• •
Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the verning peak could be considered. RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park			Addenbrooke's roundabout to improve
HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Sustainable Transport Score (SCDC) Distance: bus stop / rail station Extending the access restriction to the evening peak could be considered. RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park			Long Rd. Routes from the north of the
Quality Public Transport (at edge of site)? Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. Sustainable Transport Score (SCDC) Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Quality Public requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park			evening peak could be considered.
Sustainable Transport Score (SCDC) Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Site is more than 500m from a bus route. Service does not meet the requirements of HQPT. DARK GREEN = Score 19-25 Total score 20 G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park	HQPT	Quality Public Transport (at edge	requirements of a high quality public
Transport Score (SCDC) mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park		or one):	route. Service does not meet the requirements of HQPT.
and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park	Transport Score	mechanism has been developed to	
Distance: bus stop / rail station G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park		and quality of public transport,	
stop / rail station 483m ACF from centre of site to Cambridge, Babraham Road, Park			
Cambridge, Babraham Road, Park			, ,
and Ride			Cambridge, Babraham Road, Park and Ride
Frequency of GG = 10 minute frequency or better (6)	Frequency of		GG = 10 minute frequency or better (6)

Public Transport		
Public transport		G = 21 to 30 minutes (4)
journey time to		(),
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		00 = 0p to 0km (0)
Centre		4.43km ACF
	How for in the site	
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	0704 105 forms and the of all a to
	proposed train	2701m ACF from centre of site to
_	station?	Great Shelford Station
Access	Will it provide safe	AMBER = Insufficient capacity /
	access to the	access. Negative effects capable of
	highway network,	appropriate mitigation.
	where there is	-
	available capacity?	The site has direct access from
		Babraham Road, but third party land
		appears to separate the site from
		Worts' Causeway.
		Trong dagemay.
		This site is of a scale that would trigger
		the need for a Transportation
		·
		Assessment (TA) and Travel Plan (TP),
		regardless of the need for a full
		Environmental Impact Assessment.
		O400 seeds but leave and relition the
		S106 contributions and mitigation
		measures will be required where
		appropriate. Any Cambridge Area
		Transport Strategy or other plans will
		also need to be taken into account.
		A full Transport Assessment would be
		required for any development on this
		site and would need to model the
		impact on junction capacities on the
		local network. A Residential Travel
		plan would be also be required along
		with measures to link walking and
		cycling into the existing links. Any
		development would need to consider
		·
		the existing bus gate on Worts'
		Causeway. The development
		surrounds Cherry Hinton Road /
		Limekiln Hill Road and these existing
		adopted public highways may require
		improvement / alterations to
		accommodate the additional traffic
		movements. The hospital roundabout
		is an accident cluster site, which will
		need to be considered along with the
		impact on Granhams Road / Babraham
		Road junction.
Non-Car	Will it make the	AMBER = No impacts
11011 001	TTIII IL III GILO	, wie - i to impaolo

Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	