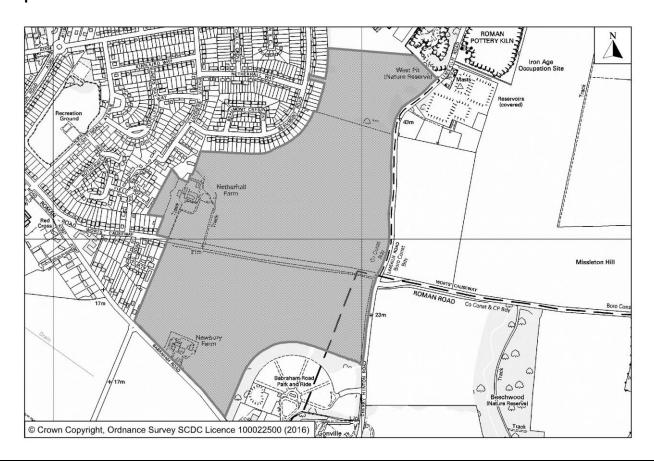
Site Information	
Development Sequence	Edge of Cambridge (Broad Location 7)

Site reference number(s): CCSC1005a Consultation Reference numbers: N/A

Site name/address: Cambridge South East - Land west of Limekiln Road and Cherry Hinton Road

Map:



**Site description:** Arable open fields and chalk grassland, including Netherhall and Newbury Farms, and part of Netherhall School playing fields. The southern part of the site wraps around the Babraham Park and Ride site. Babraham Road forms the south western boundary and Limekiln Road and Cherry Hinton Road the eastern boundary.

Current use(s): Agricultural land, farm buildings.

**Proposed use(s):** Approximately 1,300 dwellings (including affordable housing), a new primary school, a local centre and associated infrastructure, landscaping and open space (including an area of landscaping / open space in the north eastern part of the site) as part of a sustainable urban extension to Cambridge, an extra 800 beyond the existing allocations (GB1 & GB2) on a site of 28 ha.

Site size (ha): South Cambridgeshire: Oha. Cambridge: 59.38 ha.

Potential residential capacity: 950 dwellings (40dph)

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

	land?	
Agricultural Land	Would development lead to the loss of the best and most	RED = Significant loss (20 ha or more) of grades 1 and 2 land
	versatile agricultural land?	Grade 2 = 25.56ha.
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?	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, 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 for air quality assessment and a low emission strategy.
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  Noise issues – the road frontages will be the noisiest parts of the site. Traffic noise will need assessment. If the existing farms are to remain, noise from plant at the farm and possible commercial building to the west may affect proposed residential development. Some uses particularly industrial could affect existing residential. 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. Noise assessment and potential noise mitigation needed. No adverse effects for residential use from light pollution or odour.
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)  GREEN = Site not within or adjacent to an area with a history of contamination

		A contamination assessment is required. The site has been used for agricultural purposes.
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Pluvial (surface water flood risk) - There are small areas of high, medium and low surface water flood risk areas, which would need to be taken into consideration on site layout and may have an impact on the deliverable density.
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
	(Including International and locally designated sites)	Site includes Netherhall Farm Meadow which is a valuable County Wildlife Site, and 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 Green Infrastructure enhancement. Need to reduce developable site area to allow for appropriate mitigation.
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  If Netherhall Farm Meadow is removed from the development site. Double hedgerow and verge along northern boundary with Worts' Causeway is of particular ecological value. 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)?	AMBER = Any adverse impact on protected trees capable of appropriate mitigation  Group Tree Preservation Order (TPO) (07/2007) is just outside the site on the southwest boundary of the site. Predevelopment tree survey required.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and	GREEN = Development could deliver significant new green infrastructure  Part of the site already has permissive access

	access to green infrastructure?		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 Green Infrastructure vision for the area. 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 CUL	TURAL HER	ITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation.  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.
			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.
			The promoter proposes a larger site for development, extending GB1 and GB2 to the east. However, development would be limited to the flatter ground to the east and avoid the sloping ground leading to the foothills of the Gog Magog hills.
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 severely negatively impacted by development by compromising the openness of the area, interrupting views over the city and have a negative impact on setting. 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

Green Belt	What effect would the development of this	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.  DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative
	site have on Green	impact)
	Belt 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 sector 11 plays 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. It 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.
		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.
		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) 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.
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
	cultural interest	Extensive late prehistoric and Roman

	(including	cropmarked sites known. A predevelopment
	conservation areas,	archaeological survey should be required.
	listed buildings,	
	registered parks and	Netherhall Farm House and its outbuildings
	gardens and	are all BLIs. If the site were to come forward,
	scheduled	any development would have to be
	monuments)?	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 CHA	NGE	
Renewables	Will it support the use	AMBER = Standard requirements for
	of renewable energy	renewables would apply
	resources?	
Flood Risk	Is site at flood risk?	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
		achievable densities as greater level of green
	<u> </u>	infrastructure required.
	TH AND WELL BEING	LODGEN A
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality of	provision to adopted plan standards is
	publically accessible	provided onsite
	open space?	
		The promoter proposes investment in extra
		landscaped open space, taken from the wider
		land interests controlled by CEG.
Distance:	How far is the nearest	GREEN = <1km or onsite provision
Outdoor Sport	outdoor sports	
Facilities	facilities?	Assume onsite provision as site of over 200
		dwellings, which would be required to deliver
		on site facilities to meet policy.
Distance: Play	How far is the nearest	GREEN = <400m or onsite provision
Facilities	play space for	
	children and	Assume onsite provision as site of over 200
	teenagers?	dwellings, which would be required to deliver
		on site facilities to meet policy.
Gypsy &	Will it provide for the	AMBER = No Impact
Traveller	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	The promoter proposes a local centre
	centre?	providing a range of local shops and services
L	1 3011110.	Providing a range of local shops and scribbes

		accessible to new and existing residents and complementing existing local facilities elsewhere.
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  Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
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.  Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
ECONOMY		community provided to did integration.
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
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 -	Would development	G = No loss of employment land / allocation is

Land	result in the loss of	for ampleument development
Lanu	employment land, or	for employment development
	deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment in	required, constraints capable of appropriate
	key community	mitigation
	services and	
	infrastructure,	Improvements to utilities required. The
	including	developer will need to liaise with the relevant
	communications	service provider/s to determine the
	infrastructure and	appropriate utility infrastructure provision.
Education	broadband? Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
Сараспу	education capacity:	constraints can be appropriately mitigated
		Based on a development of 1,260 units, the
		County Council would require a new primary
		school of 420 places and early years facilities.
		A contribution towards secondary places will
		be required but until the level of development
		is clearer, we cannot identify the location of
		the school where the contribution will be
		spent.
		The promoter proposes a new primary school.
Distance:	How far is the nearest	G = <400m
Primary	primary school?	
School		The promoter proposes a new primary school,
		provision assumed on site.
Distance:	How far is the nearest	G = Within 1km (or site large enough to
Secondary School	secondary school?	provide new)
SCHOOL		Netherhall School is adjacent to the site's
		north-eastern boundary.
TRANSPORT		north castern boundary.
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
,	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.
		Pourtoe from the north of the development
		Routes from the north of the development would be via Worts' Causeway. 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	AMBER = service meets requirements of high

	1 = =	 
	Public Transport (at edge of site)?	quality public transport in most but not all instances
		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 minute service.
Sustainable	Scoring mechanism	DARK GREEN = Score 19-25
Transport Score (SCDC)	has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score 20
Distance: bus		G = Within 600m (4)
stop / rail station		543m to nearest bus stop ACF (Babraham Road, Park and Ride)
Frequency of Public Transport		G = 20 minute frequency (4)
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		
Distance for cycling to City		GG = Up to 5km (6)
Centre		9.6km ACF from centre of site to Cambridge
Distance: Railway	How far is the site from an existing or	R = >800m
Station	proposed train station?	2,722m ACF from centre of site to Cambridge 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?	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

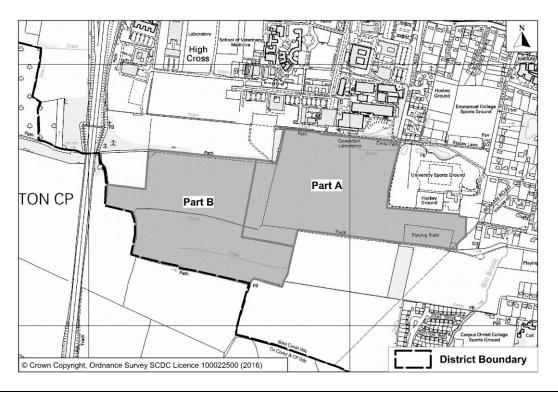
		site, which will need to be considered along with the impact on Granhams Road / Babraham Road junction.  S106 contributions and mitigation measures
		will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
		This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.
		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 CBC developments. While substantial sustainable improvements are identified for the A1307 and Cherry Hinton
		Road corridors through the City Deal Programme may provide some headroom, 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	GREEN = Significant improvements to public transport, cycling, walking facilities
	transport, walking or cycling facilities?	Significant improvements to walking and cycling opportunities would be required. Public transport would require links to Babraham Park and Ride, and provision / improvements to key destinations in the city.
		Highways authority would require cycling improvements though the site, improved provision on Hills Road and Cherry Hinton Road.

Site Information	Grange Farm CC916
Development Sequence	Edge of Cambridge (Broad Location 1)
Site reference number(s): CC916a	

Consultation Reference numbers: CC916

Site name/address: Grange Farm

## Map:



**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 400-500 dwellings on Part A with strategic landscaping on Part B.

**Site size (ha):** 23.86 South Cambridgeshire:00.00 Cambridge: 23.86 (11.9 ha. for development)

Potential residential capacity: 477 dwellings (40 dph)

LAND	LAND		
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural	Would		GREEN = Neutral. Development
Land	development lead to the loss of the		would not affect grade 1 and 2 land.
	best and most		Majority of site is on Grade 3 land and
	versatile		the remainder is on urban land.
	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?	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 transport impact. An air quality assessment is essential.
		The promoter suggests the site will potentially generate significantly less traffic than new settlements which are assessed as amber or green.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	AMBER = <1,000m of 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	GREEN = No impact / Capable of full mitigation.

	of the water		Not within SPZ1 or allocation.
	environment?		NOT WITHIN SECT OF ANOCALION.
BIODIVERSITY	CHAILOUILIGUE;		
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 promoter has provided an Ecology Appraisal.
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 promoter has provided an Ecology Appraisal.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?  Will it improve		GREEN = Site does not contain or adjoin any protected trees  AMBER = No significant opportunities
Infrastructure	access to wildlife and green spaces, through delivery of and access to green infrastructure?		or loss of existing green infrastructure capable of appropriate mitigation  The promoter suggests it is possible that enhanced footpath connections could be made between the existing rights of way through an appropriate scheme. This could provide circular routes connecting with existing footpaths 39/31a, 55/9 and the site. This would benefit the use of the retained Green Belt for recreation.
LANDSCAPE, TO	WNSCAPE AND CU	LTURAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.

	T	
	landscape character?	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.
		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.
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.
		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.

Groop Polt	What offeet would	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,
		<ul><li>physical separation, setting, scale and character of Coton village;</li><li>Landscape with a strongly rural</li></ul>

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. The promoter has undertaken a Landscape and Visual Assessment which includes a detailed assessment of the Green Belt Study 2015. AMBER = Site contains, is adjacent to, Will it protect or Heritage or within the setting of such sites, enhance sites. features or areas of buildings and features, with potential historical, for negative impacts capable of archaeological, or appropriate mitigation. cultural interest (including Land to the south of the site is located conservation on the route of a Roman road running areas, listed south west from Cambridge. Previous buildings, fieldwork in the area has confirmed the registered parks survival of significant remains of late and gardens and prehistoric date. Further information

	scheduled monuments)?	would be necessary in advance of any planning application for this site.
		Site lies approximately 800m west of the Central Conservation Area.
OLIMATE QUAN		The promoter has provided an Archaeological Assessment which suggests the site is devoid of any significant archaeology or artefacts.
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	AMBER = Small amount of surface water flooding towards south of the site and where existing watercourses exist.
	account for all costs of flooding (including the economic, environmental and	Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required in that area.
	social costs)?	
	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. Site is over 800m from nearest local centre but it scores amber because it is capable of providing some local facilities.
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	R =>800m

	1	
	centre or GP	The promoter suggests the site is
	service?	within 800m of GP service on the West
		Cambridge development, which would
		change the score from Red to Amber.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
1 aciiilles		satisfactory mitigation proposed).
	of key local	The property of the control of
	services and	The promoter suggests a scheme of
	facilities including	400-500 dwellings could potentially
	health, education	deliver local services and facilities such
	and leisure (shops,	as a local shop and recreation areas.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead
Facilities	and enable	to the loss of any community facilities
1 dominos	engagement in	or replacement / appropriate mitigation
	community	possible
	1	possible
late meti 20	activities?	ODEEN Condenses for interest
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.
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the
(Cambridge)	pockets of income	40% most deprived Super Output
(	and employment	Areas within Cambridge according to
	deprivation	the Index of Multiple Deprivation 2010.
	particularly in	the mack of Manaple 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
5	shopping	the vitality and viability of existing
	hierarchy,	centres
	supporting the	
	vitality and viability	
	1	
	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-
	centre?	residential use
		0.4km from centre of site to South
		Cambridgeshire 007D (Marshalls -
		North of Newmarket Road)
Employment -	Would	G = No loss of employment land /
Land	development result	allocation is for employment
Lanu	L gevelopinent result	anocation is for employinent

	T	
	in the loss of	development
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to
	level of investment	be required, constraints capable of
	in key community	appropriate mitigation
	services and	appropriate magation
	infrastructure,	
	including	
	communications	
	infrastructure and	
	broadband?	
Education		AMPED Cohool consoity not
Education	Is there sufficient	AMBER = School capacity not
Capacity	education	sufficient, constraints can be
	capacity?	appropriately mitigated
Distant	11	ODEEN Non-residential I
Distance:	How far is the	GREEN= Non-residential development
Primary School	nearest primary	/ surplus school places
	school?	
		Site is beyond 800m from nearest
		primary school but is large enough to
		provide its own facilities.
		Just over 2km ACF from Newnham
		Croft
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	2.43km to Chesterton Community
		College
TRANSPORT		
Cycle Routes	What type of cycle	GREEN = Quiet residential street
	routes are	speed below 30mph, cycle lane with
	accessible near to	1.5m minimum width, high quality off-
	the site?	road path e.g. cycleway adjacent to
		guided busway.
		garaca
		Links to high quality off road (Coton
		Footpath). The path as it borders 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 = service meets requirements of high quality public transport in most but not all instances  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.
		The promoter states - proposals have been put forward in the context of the City Deal for a new bus route from the A428 to connect to the City Centre. Submission made by St John's College that promote a route that comes off the A428, through the west Cambridge site and then potentially continuing into Grange Farm before emerging onto Grange Road. Such a route enhances the sustainability credentials of the 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)  373m ACF from centre of site to Cambridge, Charles Babbage Rd,
Frequency of Public Transport		Forster Court 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)  1.88km 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  3416m ACF from centre of site to Cambridge Station

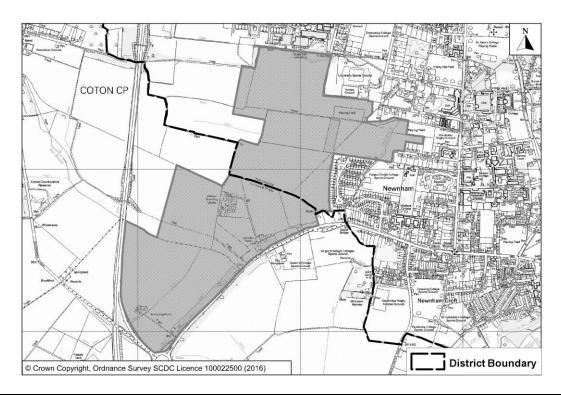
Access	Will it provide safe	AMBER = Insufficient capacity /
ACCESS	•	·
	access to the	access. Negative effects capable of
	highway network,	appropriate mitigation.
	where there is	
	available capacity?	It is not clear how this site would be accessed by vehicular traffic. Major works would be required 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 has 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.
		The promoter's view is that Grange Farm is capable of coming forward as a separate land parcel.
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 2)
Cita reference remaker(a), CCCC4004a	

Site reference number(s): CCSC1001a Consultation Reference numbers: N/A

Site name/address: Land north of Barton Road and Grange Farm

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 north and 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 2,000 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: 70.88 ha. Cambridge: 60.72 ha

**Potential residential capacity:** 2,106 dwellings (40 dph) (SCDC 1,134 dwellings, City 972 dwellings)

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

	developed	
	land?	
Agricultural Land	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the best and most	Majority of cito on Grado 3 land with a small
	versatile	Majority of site on Grade 3 land with a small amount of urban land and Grade 2 land.
	agricultural land?	amount of urban land and Grade 2 land.
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Willioralo	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	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		Strategic priority in the Ni 11.
Air Quality	Would the	RED = Site lies near source of air pollution,
	development of the	or development could impact on air quality,
	sites result in an	significant adverse impacts
	adverse	
	Impact / worsening	Air quality issues – Less than 1,000m from
	of air quality?	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	RED = Within or adjacent to an AQMA, M11
	near to an AQMA,	or A14
	the M11 or the	
	A14?	Site adjacent / less than 1,000 metres from
		M11. An air quality assessment is essential
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	<b> </b>
	problems if the site	Noise impacts - The west of the site bounds
	is developed, as a	the M11 including M11 junction 12 / Barton
	receptor or	Road roundabout and Barton Road
	generator	intersects the site. There are high levels of ambient / diffuse traffic noise and other
	(including	
ĺ	compatibility with	noise sources include Laundry Farm and

	La a tarb bassaila a		the Audienal Decading Control Maine Blocks to	
	neighbouring		the Animal Breeding Centre. Noise likely to	
	uses)?		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.	
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)	
			Oita haa famaan matanti-liku aastasis ati	
			Site has former potentially contaminative	
			uses. A contamination assessment is	
			required	
Water	Will it protect and		GREEN = No impact / Capable of full	
	where possible		mitigation	
	enhance the quality		-	
	of the water			
	environment?			
BIODIVERSITY				
Designated	Will it conserve		AMBER = Contains or is adjacent to an	
Sites	protected species		existing site designated for nature	
1	, , , , , , , , , , , , , , , , , , , ,		J J	

	and markets of 120		
	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation
	conservation		
	interest, and		The hedgerows to the east of the M11 are
	geodiversity?		designated as a County Wildlife Site.
	(Including		a congruence are an examination of the control of t
	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		
	native species, and		The site noted that otters, Biodiversity
	help deliver habitat		features - A phase 1 habitat survey (2004)
	•		• • • • • • • • • • • • • • • • • • • •
	restoration (helping		of part of water voles, badgers, foxes, deer,
	to achieve		and a variety of birds use the site. It is also
	Biodiversity Action		suitable for bats and reptiles. The Barton
	Plan targets, and		Road frontage contains a number of broad-
	maintain		leaved trees, and the remnants of an
	connectivity		orchard. There are also a number of
	between green		hedgerows, including the one that follows
	infrastructure)?		the District boundary and broadens into a
	i i i i dott dotaro) :		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.
			Toquilou.
			With coroful decises it about he passible to
			With careful design it should be possible to
			mitigate any impact on the natural
			environment.
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		
	by a Tree		There are two groups of protected trees
	Preservation Order		near the M11 slip road in the western part of
	(TPO)?		the site, and a group along the southern
	(150)!		
	AACH 'C'		boundary of the site.
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		Promoters indicative masterplan indicates
	and access to		72ha of public open space and new habitat.
	green		
	infrastructure?		
LANDSCADE		III TUDAL '''	EDITACE
LANDSCAPE, I	OWNSCAPE AND C	ULIUKAL HI	ERITAGE

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 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. 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.  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	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
	(including conservation areas, listed buildings, registered parks and gardens and scheduled	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 running south west from Cambridge.
	monuments)?	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.  Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision.
CLIMATE CHAP	NGE	
Renewables	Will it support the use of renewable	AMBER = Standard requirements for renewables would apply
Flood Risk	energy resources? Is site at flood risk?	AMBER = Flood Zone 2 / medium risk

	1		
			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. Promoter's 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	1	
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		G = <400m  Local centre proposed on-site.
Local Centre	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 services and facilities including health, education and leisure (shops,		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

	nest effices nuls	
	post offices, pubs	
Compression	etc?)	CDEEN Dovolenment would not be all
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 possible
	community activities?	
Integration	How well would the	CDEEN Cood acons for integration with
Integration		GREEN = Good scope for integration with
with Existing Communities	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing communities?	
ECONOMY	communities?	
	Dogo it oddroop	AMPED Not within or adiacont to the 400/
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
Onopping	shopping	vitality and viability of existing centres
	hierarchy,	Trianty and viability of oxioting control
	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
		0.3km from centre of site to South
		Cambridgeshire 007D (Marshalls - North of
		Newmarket Road)
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
	in key community	mitigation
	services and	
	infrastructure,	Utility services (e.g. pylons) – power lines
	including	run across the south western corner of the
	communications	land north of Barton Road.

	infrastructure and	
	broadband?	Electricity - Not supportable from existing
		network. Significant reinforcement and new
		network required.
		Mains coston. The aire falls within the OVACO
		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
Educa C	la than the	site.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
	capacity:	On the site north of Barton Road, the
		County Council would 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.
Distance:	How far is the	G = <400m
Primary	nearest primary	A source analta provinis =
School	school?	Assume onsite provision.

		1.7km to Newnham Croft
Distance:	How far is the	A = 1 to 3 km
Secondary School	nearest secondary school?	2km to Parkside Community College
TRANSPORT	SCHOOLS	2km to Parkside Community College
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path.
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. The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only a small part of the northern area of this 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. Improved services would be secured form this scale of development, but unlikely to meet HQPT.
		UPDATE: score changed from Red to Amber
		The promoter states - proposals have been put forward in the context of the City Deal for a new bus route from the A428 to connect to the City Centre. Submission made by St John's College that promote a route that comes off the A428, through the west Cambridge site and then potentially continuing into Grange Farm before emerging onto Grange Road. Such a route enhances the sustainability credentials of the site.
Sustainable	Scoring	DARK GREEN = Score 19-25
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.	Total Score = 20
Distance: bus		GG = Within 400m (6)
stop / rail station		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.
		A development of this scale would result in new bus stops being provided. (Currently nearest stop is 480m to Newnham, Gough Way but this is served by the No.18 bus, which is an hourly service and not therefore considered to be HQPT)
		UPDATE: Score change from Amber to Green Green
Frequency of Public Transport		R = Hourly service (2)
Public		GG = 10 minute frequency or better (6)
transport journey time to City Centre		6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
Distance for cycling to City		Up to 5km (6)
Centre		2.2km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	3,409m ACF from centre of site to Cambridge 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: Access onto Barton Road A603 is feasible though the Highway Authority have not 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 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 Newnham, West Cambridge and the Coton path.

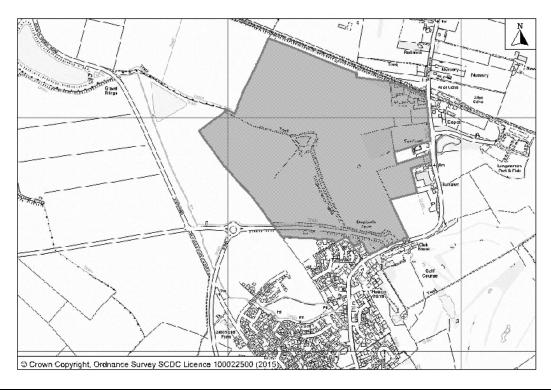
Site Information	
Development Sequence	New Settlement
0:1 (-) 00 040	

Site reference number(s): SC 242

**Consultation Reference numbers:** 1 (I&O 20112)

**Site name/address:** Land north west of B1050, Station Road, Longstanton (Northstowe Reserve)

## Map:



**Site description:** The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. Its northern boundary abuts the route of the Cambridgeshire Guided Busway. It is primarily agricultural land with the B1050 bypass running through it to the south and developed land including buildings to the north-eastern part of the site adjacent the B1050. The land abuts the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 (NAAP) as forming the strategic reserve land under policy NS/3/q.

Current use(s): Mainly farming and other business uses

**Proposed use(s):** To form an extension to the new town of Northstowe, residential development comprising approximately 900 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 56.08 ha.

Potential residential capacity: 897 dwellings (40 dph) on 22.43 ha.

LAND				
PDL	Would	RED = Not on PDL		
	development make			
	use of previously	This large site includes a small established		
	developed	business and yard to the north.		
	land?	·		

Agricultural Land	Would development lead to the loss of the	RED = Significant loss (20 ha or more) of grades 1 and 2 land
	best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - approximately 2/3 of the site is Grade 2 (whole site is over 56 ha.).
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.  Approximately half of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION	- 1	· ·
Air Quality	Would the development of the sites result in an	GREEN = Minimal, no impact, reduced impact
	adverse impact/worsening of air quality?	Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Close to the Councils' Air Quality Management Area. 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.
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)?	AMBER = Adverse impacts capable of adequate mitigation  Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. Close proximity to the B1050 bypass to the south & east and the Guided Bus to the north with prevailing winds from the south west - traffic noise will need assessment. South east of the site is close to Hydro Eu Ltd, Station Road a medium to large sized industrial type unit / uses - noise from activities / plant and equipment and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Possible noise and malodour from nearby Southwell Farm, Station Road. 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.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
Jonamination	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	tile site:	proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A small part of the site is in commercial /
		industrial use and it is adjacent to the
		Guided Busway (old railway line) and may
		have contaminated land. Site contains an
		area of filled land. 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	-
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY	7	out and the same good persons (out and persons to be a second to b
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts.
	conservation	9 - 1 - 1 - 1 - 1 - 1 - 1
	interest, and	No impact on protected sites and species
	geodiversity?	(or impacts could be mitigated). Adjacent to
	(Including	a County Wildlife Site alongside the
	International and	Cambridgeshire Guided Busway. Greatest
	locally designated	impact likely to result from human
	sites)	disturbance of currently inaccessible
	Sites)	•
		farmland habitats. Badgers within Fish Ponds Wood may be an issue.
Biodiversity	Would	AMBER = Development would have a
= 10 0.1. 01011,	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	magadon
	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	
	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		
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			public open space and possible link to
			bridleway along the Guided Busway.
LANDSCAPE, TO	OWNSCAPE AND CU	JLTURAL HI	ERITAGE
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (Development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
			The development is at odds with the local
			landscape character and would have an
			adverse effect on the local landscape by
			adding a substantial urban extension into an
			open and rural landscape. To successfully
			set the proposed development into the
			existing landscape, and to preserve a
			landscape setting to Longstanton,
			substantial structural landscape will be
			required to the north, west and south of the
			development, giving genuine rural
			separation between the development and
			the village, and a soft, integrated edge
			treatment.
Townscape	Will it maintain and		AMBER = negative impact on townscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		Development would be large in relation to
	appropriate design		the existing village settlements and would
	and scale of		adversely affect the landscape setting of
	development?		Longstanton to the extent that it may be
			difficult to view Longstanton as separate
			from Northstowe.
			To successfully set the proposed
			development into the existing landscape,
			and to preserve a landscape setting to
			Longstanton, substantial structural
			landscape will be required to the north, west
			and south of the development, giving
i l			genuine rural separation between the

	1			
			development and the village, and a soft,	
			integrated edge treatment. Structural	
			landscape will also be required within the	
			development with some views to existing	
			horizons and landscape features retained.	
Green Belt	What effect would		GREEN = No impact or Minor positive	
	the development of		impact on Green Belt purposes	
	this site have on			
	Green Belt			
	purposes?			
Heritage	Will it protect or		GREEN = Site does not contain or adjoin	
	enhance sites,		such buildings, sites or features, and there	
	features or areas of		is no impact to the setting	
	historical,		·	
	archaeological, or		Neutral impact (existing features retained,	
	cultural interest		or appropriate mitigation possible).	
	(including		Archaeological potential will require further	
	conservation		information but the assumption for a neutral	
	areas, listed		impact is that it is likely appropriate	
	buildings,		mitigation can be achieved through the	
	registered parks		development process.	
	and gardens and		development process.	
	scheduled			
CLIMATE CHAI	monuments)?			
Renewables			AMBER = Standard requirements for	
Reflewables	Will it support the use of renewable		•	
			renewables would apply	
	energy resources?		<b>.</b>	
			Development would create minor additional	
			opportunities for renewable energy. The	
			assumption is that as an extension to	
			Northstowe it should be possible to continue	
			the exemplar of sustainability standards.	
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk	
			The majority of the site is within Flood Zone	
			1 and no drainage issues that cannot be	
			appropriately addressed. A small part of the	
			site to the west is within Flood Zones 2 and	
			3a but the Northstowe Development	
			Framework Document (DFD) that has	
			recently been submitted identifies this land	
			as open space.	
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			
	space?		Development would create minor	
			opportunities for new public open space as	
			the promoter proposes provision of open	
			space as part of the development.	
Distance:	How far is the		GREEN = <1km	
Outdoor Sport	nearest outdoor			
	-			

Facilities	sports facilities?	1.1km ACF from centre of the site to
1 domaio	oporto idominoo:	Longstanton Recreation Ground, closer to
		planned Northstowe sports hub.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Play space would be required onsite as part
	teenagers?	of the wider Northstowe Reserve
		development.
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	A = 400 - 800m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Majority of aita would be within 200m of any
		Majority of site would be within 800m of any new local centre developed as part of site.
Distance: City	How far is the site	R =>800m
Centre	from edge of	N =>000III
Centre	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R =>800m
Service	nearest health	
	centre or GP	1,422m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
		Northstowe in the Longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	proposes a mixed use development of 900
	and leisure (shops,	dwellings with employment, retail,
	post offices, pubs	community uses, commercial uses and
0	etc?)	public open space.
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 possible
	community activities?	New facilities or improved existing facilities
	สบแขนเฮอ !	are proposed of minor benefit. The promoter
		proposes a mixed use development of 900
		dwellings with employment, retail,
		community uses, commercial uses and
		public open space.
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	1 3011111011111001	<u> </u>
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  Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other 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  Northstowe now town includes significant
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	employment development.  G = No loss of employment land / allocation is for employment development  Development would support minor additional 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  Major utilities Infrastructure improvements required, but constraints can be addressed.  Significant reinforcement and new network is required for electricity provision.  There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed.  Gas will require a Pressure Reduction Station to be built to allow a local low

		pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and
		mitigation.
Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places
		As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. As the reserve land would be one of the last phases of Northstowe to be developed the capacity of these schools, and their ability to extend would need to be assessed nearer to the time. As the DFD is considering this site the location of schools, and their site size will be taken into account.
Distance:	How far is the	A = 400 - 800m
Primary School	nearest primary school?	1,122m ACF from centre of site to Hatton Park School, Longstanton, but closer to a planned Northstowe primary school.
Distance:	How far is the	A = 1- 3km
Secondary	nearest secondary	
School	school?	3.3km ACF from centre of site to Swavesey Village College, but significantly closer to planned Northstowe Secondary school.
TRANSPORT		planned Northstowe eccondary soncol.
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
, , , , , , , , , , , , , , , , , , , ,	routes are accessible near to	below 30mph, cycle lane with 1.5m minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
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
		Guided busway meets most aspects of HQPT definition, but hourly service in evenings.
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 14.
	consider access to and quality of	UPDATE: Score changed from 15 to 14 to
	public transport,	correct total score.
	and cycling. Scores	33.1331 (314) 333131
	determined by the	
	four criteria below.	
Distance: bus		A = Within 800m (3)

-1 / 1	<u> </u>	7
stop / rail station		708m ACF from the centre of the site to the
Station		nearest bus stop (Citi 5 - Longstanton).
		883m ACF from the centre of the site to the nearest guided busway stop (Longstanton).
Frequency of		G = 20 minute frequency (4)
Public Transport		
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		Citi 5 - 33 Minutes to Cambridge; 50 Minutes to St. Ives.
		Guided Busway - 23 Minutes to Cambridge; 10 Minutes to St. Ives.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		8.59km ACF from the centre of the site to St. Ives Market.
		10.90km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	11,041m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe	RED = Insufficient capacity/ access.
	access to the highway network,	Negative effects incapable of appropriate mitigation.
	where there is	
	available capacity?	Insufficient capacity or access constraints that cannot be adequately mitigated. Site
		will be heavily reliant on the A14 for strategic access. It is difficult to see more
		than a small proportion of the sites in this
		area being deliverable prior to major
		improvements to the A14, and even this could require substantial mitigation
		measures. Capacity on the B1050 may
		become an issue as the core area of
		Northstowe is developed - the Highway Authority is considering access to this site
		as part of the Phase I of the Northstowe site.
		UPDATE: from Red to Amber, as significant
		issues capable of being addressed. This
		area is included within the Northstowe Development Framework Document, and
		part of the 10,000 dwellings.
Non-Car	Will it make the	GREEN = Significant improvements to
L Cocilitica	transport network	public transport, cycling, walking facilities.
Facilities	safer for public	public transport, cycling, walking facilities.

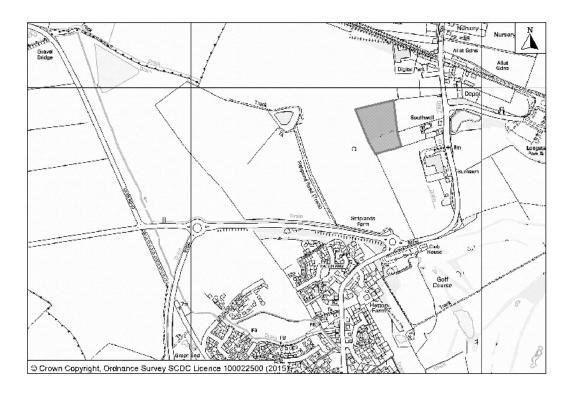
transport walking	Would result in significant improvement to
transport, walking	
or cycling facilities?	public transport, walking or cycling facilities.
	The Highway Authority will require new
	development to provide or contribute to the
	provision of infrastructure to encourage
	more sustainable transport links both on
	and off site. This is a large site, so provision
	or contribution from this site would result in
	significant improvement to public transport,
	walking or cycling facilities.

Site Information	
Development Sequence	New Settlement (part of )
Site reference number(s): SC273	

**Consultation Reference numbers:** 1 (I&O 2012)

Site name/address: Southwell Farm, Station Road, Longstanton (part of Northstowe Reserve)

Мар:



**Site description:** The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. The site is primarily agricultural land with the only vehicular access being onto the B1050. The land is the other side of the road from the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 as forming the strategic reserve land under policy NS/3/g.

Current use(s): Residential / Small Holding

**Proposed use(s):** 48 - 80 dwellings (note: the site does not adjoin the allocated site for Northstowe, however it lies within another site that does and therefore assessment of this site is conditional on the larger site being found to have potential)

Site size (ha): South Cambridgeshire: 1.84 ha.

Potential residential capacity: 66 dwellings (40 dph)

LAND	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		AMBER = Minor loss of grade 1 and 2 land	

		<u></u>
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	Site within an area designated in the
		Minerals and Waste LDF but development
		would not have a negative impact.
POLLUTION		would not have a negative impact.
Air Quality	Would the	GREEN = Minimal, no impact, reduced
All Quality		· · · · · · · · · · · · · · · · · · ·
	development of the	impact
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable. Close to the Councils' Air
		Quality Management Area. 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.
AQMA	lo the cite within an	GREEN = >1,000m of an AQMA, M11, or
AQIVIA	Is the site within or	
	near to an AQMA,	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	Development largely compatible with
	is developed, as a	neighbouring uses with minor negative
	receptor or	impacts incapable of mitigation. Proximity to
	generator	the B1050 bypass to the south & east and
	(including	the Guided Bus to the north with prevailing
	, ,	
	compatibility with	winds from the south west - traffic noise will
	neighbouring	need assessment South east of the site is
	uses)?	close to Hydro Eu Ltd, Station Road a
		medium to large sized industrial type unit /
		uses - noise from activities / plant and
		equipment and vehicle movements are
		material considerations with significant
		negative impact potential in terms of health
		and well being and a poor quality living
		environment and possible noise nuisance.
		Possible noise and malodour from nearby
		Southwell Farm, Station Road. 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.
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
	the site?	,
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	Miloro possible	maganon

	onhones the surellies		
	enhance the quality of the water environment?		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.  No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
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  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.
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?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  Development would create minor opportunities for new Green Infrastructure as the promoter of the surrounding site 242 proposes provision of public open space and possible link to bridleway along the Guided Busway.
	TOWNSCAPE AND C	UL I UKAL HE	
Landscape	Will it maintain and		AMBER = negative impact on landscape

	1 1	1 ( ) 11 ( )2 (
	enhance the	character, incapable of mitigation.
	diversity and	
	distinctiveness of	Minor Negative Impact (Development
	landscape	conflicts with landscape character, minor
	character?	negative impacts incapable of mitigation) -
		The development is at odds with the local
		landscape character and would have an
		adverse effect on the local landscape by
		adding a substantial urban extension into an
		open and rural landscape. To successfully
		set the proposed development into the
		existing landscape, and to preserve a
		landscape setting to Longstanton,
		substantial structural landscape will be
		required to the north, west and south of the
		development, giving genuine rural
		separation between the development and
		the village, and a soft, integrated edge
		treatment.
Townscape	Will it maintain and	 AMBER = negative impact on townscape
Townscape	enhance the	character, incapable of mitigation.
		character, incapable of mitigation.
	diversity and	Minor Nogotivo Impact (dovolonment
	distinctiveness of	Minor Negative Impact (development
	townscape	conflicts with townscape character, minor
	character, including	negative impacts incapable of mitigation) -
	through	Development of this site in combination with
	appropriate design	site 242 would be large in relation to the
	and scale of	existing village settlements and would
	development?	adversely affect the landscape setting of
		Longstanton to the extent that it may be
		difficult to view Longstanton as separate
		from Northstowe.
		To successfully set the proposed
		development into the existing landscape,
		and to preserve a landscape setting to
		Longstanton, substantial structural
		landscape will be required to the north, west
		and south of the development, giving
		genuine rural separation between the
		development and the village, and a soft,
		· · · · · · · · · · · · · · · · · · ·
		integrated edge treatment. Structural
		landscape will also be required within the
		development with some views to existing
	100	horizons and landscape features retained.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	,
L		

	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		Neutral impact (existing features retained, or appropriate mitigation possible). 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 CHA			
Renewables	Will it support the use of renewable energy resources?		GREEN = Development would create additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk  The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	<b>;</b>	
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  Development would create minor opportunities for new public open space as the promoter of the surrounding site 242 proposes provision of open space as part of the development.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision  1.1km ACF from centre of the site to Longstanton Recreation Ground, closer to planned Northstowe sports hub.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED = >800m  973m ACF from centre of the site to Land south of Duddle Drive, Longstanton.  Play space would be required onsite as part of the wider Northstowe Reserve development.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling		AMBER = No Impact

	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	7 = 400 000m
Local Centre	District or Local	Centre point of site beyond 1,000m of
Local Contro	centre?	nearest existing centre. New Local Centres
	oontro.	planned as part of wider Northstowe
		development would be nearer.
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	
	centre or GP	1,324m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
		Northstowe in the longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	of the surrounding site 242 proposes a
	and leisure (shops,	mixed use development of 900 dwellings
	post offices, pubs	with employment, retail, community uses,
	etc?)	commercial uses and public open space.
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 activities?	possible
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?	New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		of the surrounding site proposes a mixed
		use development of 900 dwellings with
		employment, retail, community uses,
		commercial uses and public open space.
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?	ODEEN N. W.
Shopping	Will it protect the	GREEN = No effect or would support the

	т	 to position and the second
	shopping	vitality and viability of existing centres
	hierarchy,	Dovolopment would have no affect on
	supporting the vitality and viability	Development would have no effect on vitality or viability of existing centres. The
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact
	local certiles:	on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
71000331511111	employment	employment or is for another non-residential
	centre?	use
	00111101	
		Northstowe now town includes significant
		employment development.
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Development of the surrounding site 242
	or deliver new	would support minor additional employment
	employment land?	opportunities.
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,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	Significant reinforcement and new network
	infrastructure and	is required for electricity provision. There is
	broadband?	insufficient spare mains water capacity
		within the distribution zone to supply the
		number of proposed properties which could
		arise if all the SHLAA sites within the zone
		were to be developed. Gas will require a
		Pressure Reduction Station to be built to
		allow a local low pressure infrastructure to
		be laid around the developments. The
		sewerage network is approaching capacity
Education	Is there sufficient	and will require investigation and mitigation.  GREEN= Non-residential development /
Capacity	education	surplus school places
Capacity	capacity?	Surpius surioui piauts
	σαρασιτή :	As an extension of Northstowe children
		within the development would attend one of
		the seven proposed primary schools and
		the proposed secondary school that are
		identified in the Development Framework
		Document to serve the new town. As the
		reserve land would be one of the last
		phases of Northstowe to be developed the
		capacity of these schools, and their ability to
		extend would need to be assessed nearer
		to the time. As the DFD is considering this
		site the location of schools, and their site

		size will be taken into account.
Dietanco:	How far is the	A = 400 - 800m
Distance:		A = 400 - 000111
Primary School	nearest primary school?	1.052m ACE from control of cita to Hotton
SCHOOL	SCHOOL?	1,052m ACF from centre of site to Hatton
		Park School, but closer to a planned
Distance	Harri famila da a	Northstowe primary school.
Distance:	How far is the	A = 1- 3km
Secondary	nearest secondary	0.01 4.05 ( ) ( ) ( )
School	school?	3.6km ACF from centre of site to Swavesey
		Village College, but significantly closer to
TDANCDODT		planned Northstowe Secondary school.
TRANSPORT	Min at the an af accel a	ODEEN. Oviet regidential street or and
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
LIODT	the site?	e.g. cycleway adjacent to guided busway.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public Transport (at edge	high quality public transport in most but not all instances
	of site)?	all listances
	or site)?	Guided busway meets most aspects of
		HQPT definition, but hourly service in
		evenings.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	GREEN - GCOIC 19-13 HOIII 4 CIRCIIA BCIOW
Score (SCDC)	been developed to	Total score of 19
(0000)	consider access to	10101 00010 01 10
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		
station		206m ACF from the centre of the site to the
		nearest guided busway stop (Longstanton).
Frequency of		GG = 10 minute frequency or better (6)
Public		
Transport		
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		
		Guided Busway - 10 Minutes to St. Ives.)
Distance for		A = 10km to 15 km (3)
cycling to City		
Centre		8.84km ACF from the centre of the site to
		St. Ives Market.
		40 == 1
		10.77km ACF from the centre of the site to
<b>D</b> : /		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	40.700 4054
Station	proposed train	10,780m ACF from centre of the site to

	station?	Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.
	available capacity?	Considered together with the surrounding site 242, there is insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.
		UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.
Non-Car Facilities	Will it make the transport network safer for public	GREEN = Significant improvements to public transport, cycling, walking facilities.
	transport, walking or cycling facilities?	Considered together with the surrounding site 242, development would result in significant improvement to public transport, walking or cycling facilities. 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.

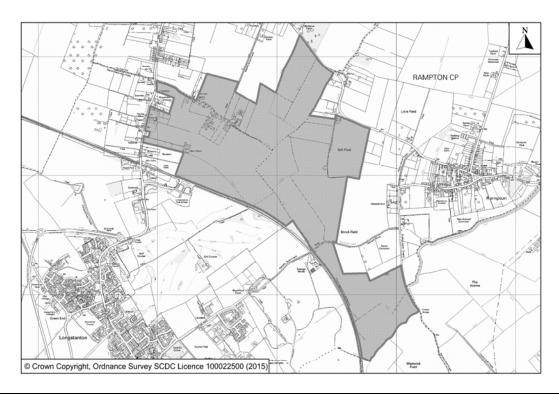
Site Information	
Development Sequence	New Settlement (part of)
Site reference number(s): SC274	

Site reference number(s): SC274

Consultation Reference numbers: N/A

**Site name/address:** Land generally to the north and north east of Northstowe adjoining the Cambridgeshire Guided Busway

## Мар:



**Site description:** The site abuts the route of the Cambridgeshire Guided Busway to the south east, the other side of which is the site for the new town of Northstowe. To the north there is the village of Rampton. The land is flat and primarily agricultural in nature with some buildings in the northwest. There are several public rights of way across the site and to the west it abuts the B1050.

Current use(s): Agricultural land mainly in arable use

**Proposed use(s):** An extension to the new town of Northstowe, an employment-led development which would provide around 11,800 homes and around 12,000 jobs on the two sites combined (Northstowe allocation and this extension).

Promoter indicates employment development providing up to 5,200 jobs and could also accommodate an additional 1,800 homes.

Site size (ha): South Cambridgeshire: 202 ha

Potential residential capacity: 1,800 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	This large site includes some built
	developed	development with curtilages adjacent to the
	land?	B1050 and to the northwest.

Agricultural Land	Would development lead	AMBER = Minor loss of grade	1 and 2 land
	to the loss of the best and most versatile agricultural land?	Minor loss of best and most v agricultural land (Grades 1 an site but small part Grade 2. H is Grade 3a.	d 2) - large alf of the site
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within ar safeguarded area.  Approximately 1/3 of the site of designated in the Minerals an	within an area
		but development would not hat impact.	
POLLUTION			
Air Quality	Would the development of the sites result in an	GREEN = Minimal, no impact impact	, reduced
	adverse impact/worsening of air quality?	Development unlikely to impa quality. Site lies in an area wh acceptable. This proposal is le the Councils' Air Quality Mana and is of a significant size. Ex detailed air quality assessmen required to assess the cumula of this and other proposed de within the locality on air qualit provision of a Low Emissions	nere air quality ocated close to agement Area tensive and nts will be ative impacts velopments y along with
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQI A14	MA, M11, or
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 can adequate mitigation  Development largely compatily neighbouring uses with minor impacts incapable of mitigation close proximity to the B1050 to the CGB to the south & Longst traffic / transport noise will never assessment. Some minor to not additional off-site road traffic regeneration on existing residered development related car moved dependent on location of site. Possible noise and malodour farms that may coexist as probe closer than existing resident history of complaints. There is treatment works with open tricklose proximity to the west, of BrookField associated with old existing housing etc. However	ole with negative on. The site in to the west and stanton P&R - ed noderate noise ntial due to ements but entrance. from nearby posals would ntial, but no a sewage ckle beds is in fisite near d barracks and

r		
		longer operational. Assumption is that most can be mitigated, or the site is large enough to avoid affected areas.
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)
- W.		Site is adjacent to guided busway (old railway line) and may have contaminated land. Potential for minor benefits through remediation of minor contamination
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	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	,	To a community of the c
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.
	interest, and geodiversity? (Including International and locally designated sites)	No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
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)?	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.
TPO	Are there trees on site or immediately adjacent protected	GREEN = Site does not contain or adjoin any protected trees

	by a Tree		
	Preservation Order		
	(TPO)?		ANADED N. 1997
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		<b>B</b> 1
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			public open space and possible links to the
			byway and footpath across the southern
			part of the site that links the villages of
			Longstanton and Rampton and to bridleway
LANDOGADE	TOWNIOGA DE AND O	III TUDAL III	along the Guided Busway.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		Cinnificant Nametica Immed (Decelor mant
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of
			mitigation) - The development is at odds
			with the local landscape character. It would
			have an adverse effect on the local
			landscape by adding a very substantial
			urban extension into an open and rural
			landscape. The proposed development would also have a very significant adverse
			effect on the carefully considered structural
			•
			landscape proposals for existing and currently proposed developments in the
			area. The proposed layout of Northstowe
			and the existing transport infrastructure will
			make satisfactory visual connections
			between the two sites very difficult.
Townscape	Will it maintain and		AMBER = negative impact on townscape
Townscape	enhance the		character, incapable of mitigation.
	diversity and		Character, meapable of miligation.
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		Development would be very large in relation
	appropriate design		to the existing and proposed settlements
	and scale of		and would adversely affect the landscape
	development?		setting of Longstanton Oakington,
			Willingham and Rampton. Any benefits from
			enlarging the separation from Longstanton
			and Oakington will be countered by greater
			impact on Willingham and Rampton. The
			proposed layout of Northstowe and the
			existing transport infrastructure will make
			satisfactory visual connections between the

		two sites very difficult.
Green Belt	What effect would	GREEN = No impact or Minor positive
Green beit		impact on Green Belt purposes
	the development of this site have on	Impact on Green beit purposes
	Green Belt	
l lowitowo	purposes?	CDEEN. Cita dans not contain or adiain
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	November 1 improper / ovieting footunes mateined
	archaeological, or cultural interest	Neutral impact (existing features retained,
		or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	
	monuments)?	
CLIMATE CHA		DARK OREEN D
Renewables	Will it support the	DARK GREEN = Development would create
	use of renewable	significant additional opportunities for
	energy resources?	renewable energy.
		Development would are stop significant
		Development would create significant
		additional opportunities for renewable
		energy. The assumption is that as a large
		extension to Northstowe it should be
		possible to continue the exemplar of
EL LD: L	1 ' (1 1 1 1 0	sustainability standards.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		The majority of the site is within Flood Zone
		1 and no drainage issues that cannot be
		appropriately addressed. Only about 10% of
		the site is in Flood Zone 3a and a previous
		Masterplan identified these areas for uses
		such as open space, which are compatible
		with the flood risk potential.
	TH AND WELL BEING	LODEEN Assur
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	<u>                                     </u>
	space?	Development would create minor
		opportunities for new public open space as
		the promoter proposes provision of open
		space as part of the development
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	

	for children and	Assumed provision on site
	teenagers?	·
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Dieteras	Showpeople?	C 400
Distance: District or	How far is the site from the nearest	G = 400m
Local Centre	District or Local	(Centre point of site beyond 1,000m of
	centre?	nearest existing centre).
		Assumed site of this scale would have new local centre(s)
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	
	centre or GP service?	Approximately 1,800m to Longstanton Surgery, Northstowe provision nearer in the
	Selvice:	longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local services and	Now facilities or improved existing facilities
	facilities including	New facilities or improved existing facilities are proposed of minor benefit. The promoter
	health, education	proposes an employment-led development,
	and leisure (shops,	a local centre and open space, plus
	post offices, pubs	necessary infrastructure such as an
	etc?)	expanded park and ride site and highway and drainage works. The assumption is
		these will largely serve new residents.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in community	replacement / appropriate mitigation possible
	activities?	possible
		New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		proposes an employment-led development, a local centre and open space, plus
		necessary infrastructure such as an
		expanded park and ride site and highway
		and drainage works. The assumption is
Into anotices	How well would the	these will largely serve new residents.
Integration with Existing	How well would the development on	RED = Limited scope for integration with existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	·
	communities?	The development would be separated from

		Northstowe by the Guided Busway. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory connections between the two sites very difficult.
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  Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other 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?	DARK GREEN = 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  Major utilities Infrastructure improvements required, but constraints can be addressed.  Significant reinforcement and new network is required for electricity provision.  There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed.  Gas will require a Pressure Reduction

		Station to be built to allow a local low pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and mitigation.
Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.
		As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. This site would require additional provision.
How far is the		G = <400m
nearest primary		
school?		Assumed provision onsite, or served by adjoining Northstowe site
How far is the		A = 1 to 3 km
nearest secondary		
school?		Distance to planned Northstowe secondary school.
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.  Assumed connections to existing cycleway
		along the busway.
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
Scoring		GREEN = Score 15-19 from 4 criteria below
mechanism has been developed to consider access to and quality of		Total score of 17
public transport, and cycling. Scores determined by the four criteria below.		
		GG = Within 400m (6)
		Development of this scale would required new bus routes through the development.
	How far is the nearest primary school?  How far is the nearest secondary school?  What type of cycle routes are accessible near to the site?  Is there High Quality Public Transport (at edge of site)?  Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	How far is the nearest primary school?  How far is the nearest secondary school?  What type of cycle routes are accessible near to the site?  Is there High Quality Public Transport (at edge of site)?  Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the

		•	
			(scoring changed for consistency with other new settlement proposals).
			872m ACF from the centre of the site to the nearest guided busway stop (Longstanton).
Frequency of Public Transport			G = 20 minute frequency (4)
Public			G = 21 to 30 minutes (4)
transport journey time to City Centre			Guided Busway - 23 Minutes to Cambridge;
Distance for cycling to City			0 = 10km to 15 km (3)
Centre			10.14km ACF from the centre of the site to St. Ives Market.
			10.27km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site from an existing or		R = >800m
Railway Station	proposed train station?		9,452m ACF from centre of the site to Waterbeach 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: The promoter contends that with the extension to Northstowe it has the potential to be self-contained, in terms of meeting the needs of its population locally, and minimising out-commuting and car journeys.
			The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment, accompanied by a travel plan for the development.
			A site in this location could not proceed in advance of the committed Cambridge to Huntingdon A14 improvement scheme.
			Detailed consideration would need to be given to the impact of Northstowe and its accompanying off-site highway works and mitigation measures. Detailed consideration would also need to be given to the impact of the development on the B1050. Any Transport Assessment will need to be based on analysis undertaken using the

		Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. (Change of score: Red to Amber).
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  Would result in significant improvement to public transport, walking or cycling facilities. 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.

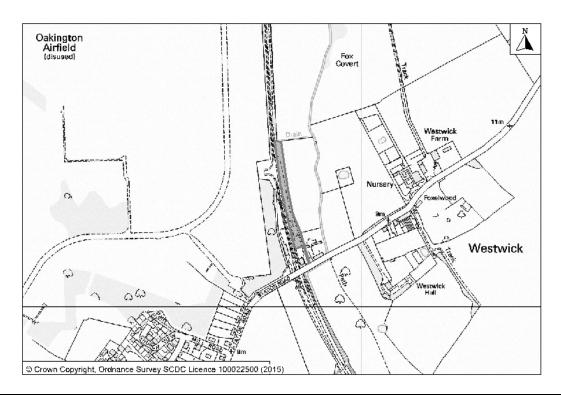
Site Information	
Development Sequence	New Settlement
Site reference number(s): SC275	

Site reference number(s): SC275

Consultation Reference numbers: N/A

Site name/address: Old East Goods Yard, Station Road, Oakington

Мар:



**Site description:** The site is a long thin strip of land located adjacent to the eastern edge of the Cambridgeshire Guided Busway to the north of Station Road on the western edge of Westwick. The site is approximately 342 metres long and varies in width from 26 metres to 17 metres in width with the majority being at around 17 metres wide. The site is located to the rear of residential properties and businesses fronting onto Station Road. The site access is around 50 metres long and varies in width from around 2metres wide to 3.7metres wide. It is surrounded on all other sides by agricultural and pastoral land. The site was formerly in business use and unoccupied buildings and hard standing remain in situ, but the built development only occupies a small part of the site. The site is well screened by hedgerows on all sides, and a tree belt runs along the western side of the Guided Busway alongside much of the length of the site.

Note: this site does not adjoin a village framework.

**Current use(s):** Unoccupied B8 premises used for storage and repair of contractors plant. Ceased 2003.

**Proposed use(s):** Up to 25 dwellings possibly with employment (A2 use or B1 use) and community facilities (D1 use) and potential for allotments or recreation ground.

Site size (ha): South Cambridgeshire: 0.59 ha

Potential residential capacity: 16 dwellings (40 dph)

LAND		
PDL	Would	GREEN = Entirely on PDL
	development make	

		The subale of this awall site is a survivously
	use of previously	The whole of this small site is previously
	developed	developed land.
	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	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	10301703:	
	Would the	CDEEN Minimal no impact raduced
Air Quality		GREEN = Minimal, no impact, reduced
	development of the	impact
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	RED = Site lies near source of air pollution,
	Odour, light noise	or development could impact on air quality,
	and vibration	significant adverse impacts
	problems if the site	7 3 12 12 1 1 1 1 1
	is developed, as a	Will create significant negative impacts to,
	receptor or	or as a result of, the development,
	generator	incapable of adequate mitigation. The site is
	(including	immediately adjacent to and runs parallel to
	compatibility with	CGB. Due to the close proximity to the CGB
	neighbouring	and the physical constraints of the site
	uses)?	dimensions 305m long and 16m wide, noise
	uses):	and vibration impacts are paramount
		· · · · · · · · · · · · · · · · · · ·
Cantamination	la thara magaible	considerations.
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)
		Site is adjacent to the guided busway (old
		railway) & previous military land and was
		commercial use. 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	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Lacketophilent 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.  No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.	
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  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.	
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?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  Development would create minor opportunities for new Green Infrastructure as it is possible to link to bridleway along the Guided Busway.	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE				
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) - This pattern of development would be totally alien and out of keeping with the existing	

		linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside between the development and the village, and a soft, integrated edge treatment.
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?	Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - This site is unsuitable for backland development given the historically sensitive nature of the area. This pattern of development would be totally alien and out of keeping with the existing linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes
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
CLIMATE CLIA	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - site forms an important part of the setting of the Grade II Listed Westwick Hall and Westwick Hall Farmhouse, Westwick Conservation Area, and the historic core of the village. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process. Neutral impact (existing features retained, or appropriate mitigation possible).
CLIMATE CHA		[ <u>.</u>
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 whole site is within Flood Zones 2 and 3, drainage issues capable of being

		appropriately addressed
HUMAN HEALT	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  Development would create minor opportunities for new public open space as the promoter includes allotments or recreation ground as part of the development
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km  0.8km ACF from centre of the site to Oakington Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	AMBER = 400 - 800m  776m ACF from centre of the site to Oakington Recreation Ground.
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  Centre point of site beyond 1,000m of nearest existing centre - Oakington.  Note - site would not generate it's own 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  2,219m ACF from centre of site to Longstanton Branch Surgery.
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).  No facilities lost, and no new facilities proposed directly as a result of the development. Promoter proposes community uses, but this is a small site and close to Northstowe.
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

		n and the last
	community activities?	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?	Poorly related to Northstowe (separated by
		Guided Busway) or Westwick.
ECONOMY	T=	
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
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact
Francis van evet	Hamia tha	on other centres.
Employment - Accessibility	How far is the	AMBER = 1-3km
Accessibility	nearest main employment	2.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
	Contro:	Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	There will be a loss of some employment
	or deliver new	(B8 uses), but the promoter proposes new
	employment land?	A2 & B1 employment uses.
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	<u> </u>
	services and	There is insufficient spare mains water
	infrastructure,	capacity within the distribution zone to
	including	supply the number of proposed properties
	communications	which could arise if all the SHLAA sites
	infrastructure and broadband?	within the zone were to be developed. The
	broaubanu?	WWTW is operating close to capacity and
		the sewerage network is at capacity and

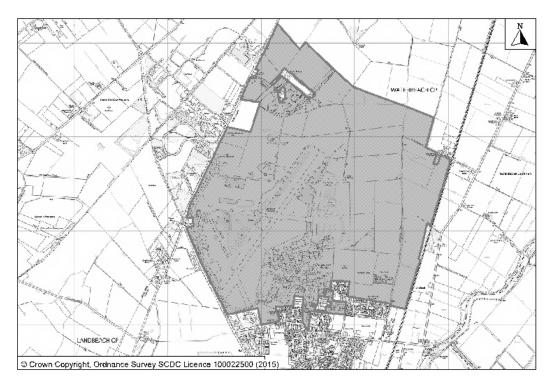
		both will require mitigation.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	concuration can be appropriately magazed
	capacity.	Insufficient spare school capacity but
		potential for improvement to meet needs.
Distance:	How far is the	R = >800m
Primary	nearest primary	K = 2000iii
School	school?	908m ACF from centre of site to Oakington
0011001	00110011	Primary School.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	7. 1.00 1
School	school?	3.6km ACF from centre of site to Impington
0011001	00110011	Village College.
TRANSPORT		vinago conogo.
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.
		Assumed connections to existing cycleway
		along the busway.
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)?	
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		206m ACF from the centre of the site to the
		nearest guided busway stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		Cuided Duning 40 Minute Comite
Transport		Guided Busway - 10 Minute Service.
Public		G = 21 to 30 minutes (4)
transport		Guidad Bugway 22 Minutas to Combridge
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		Guidad Rusway 10 Minutes to St. Ives
Distance for		Guided Busway - 10 Minutes to St. Ives.  G = 5km to 10km (4)
cycling to City		0 - JAIII (0 10AIII (4)
Centre		11.91km ACF from the centre of the site to
Cellie		St. Ives Market.
		OL. IVES IVIAINEL.
		7.49km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
שוסומו ו∪ <del>כ</del> .	I TOW TALLS LITE SILE	IX - 2000III

Railway Station	from an existing or proposed train station?	8,223 ACF from centre of the site to Waterbeach Station.
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.  Insufficient capacity or access constraints that cannot be adequately mitigated. The Highways Agency comment that this site is in an area heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of these sites being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC231	

Consultation Reference numbers: 2 (I&O 2012)
Site name/address: Land north of Waterbeach

Мар:



**Site description:** A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. Denny Abbey sits within the north western corner of the site. A Waste Water Treatment Works (WWTW) sits within the south eastern corner of the site. The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.

Current use(s): Military Barracks / Agriculture

**Proposed use(s):** Mixed use new community comprising up to 12,750 dwellings forming a linked urban extension to Waterbeach, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a rapid bus service alongside the A10, and public open space including parkland around Denny Abbey Scheduled Monument. The promoter's proposed capacity was revised to 10,500 dwellings in their response to the Issues and Options 1 Consultation.

Site size (ha): South Cambridgeshire: 558 ha

Potential residential capacity: 10,500 (40dph)

LAND		
PDL	Would development make use of previously developed land?	AMBER = Partially on PDL  Military barracks and airfield.
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 is classified as Grade 2, with some Grade 3. Airfield is unclassified.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of 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
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  Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.
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	GREEN = No adverse effects or capable of full mitigation  Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to

Contamination	generator(including compatibility with neighbouring uses)?	mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact.  AMBER = Site partially within or adjacent to an area with a history of contemination, or
	contamination on the site?	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, the site has a number of potential sources of
		contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.
Water	Will it protect and where possible enhance the quality 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 and will mitigate any impact on groundwater.
BIODIVERSITY	,	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	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  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits
	locally designated sites)	would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
Biodiversity	Would development reduce habitat fragmentation,	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links

	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds.  Due to the range of habitats currently found in this site an impact would be upon a range of species. The site is currently subject to a low level of human disturbance. The site contains some populations of plants unrecorded elsewhere within the county. Any development of this large site would require extensive ecological investigation (possibly over several years) as part of the EIA process. Opportunity for habitat linkage/enhancement/restoration balanced by threats to existing features.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
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	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife and green spaces, through delivery of and access to green infrastructure?		Development would deliver significant new Green Infrastructure. The proposed development includes around 114 hectares of new public open space and a 92 hectare landscaped setting for Denny Abbey.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	
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 scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site

		would mean a high inter-visibility between sections of the development and reinforce its total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on 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)  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site.  Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site.  Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative

		impacts on Green Belt.
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  Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4  Listed Buildings on site (in East Cambridgeshire) and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. 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.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.
CLIMATE CHAI	NGF	
Renewables	Will it support the use of renewable energy resources?	DARK GREEN = Development would create significant additional opportunities for renewable energy.  Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk  Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
<b>HUMAN HEALT</b>	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.  Development would deliver significant new

		new public open space).
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	GILLIN - CIKIII
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
,		GREEN = <400111
Facilities	nearest play space	A second a manifelia managita
	for children and	Assumed provision on site
0 0	teenagers?	AMPER
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 = <400 m
District or	from the nearest	
Local Centre	District or Local	Assumed network of town and local centres
	centre?	on site.
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	
	centre or GP	Assumed provision on site.
	service?	·
		(Currently 1,686m ACF from centre of site
		to Rosalind Franklin House, Waterbeach)
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	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
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?	Possible
	GOUVIUGO:	New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
Intogration	How wall wanted the	places of faith
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	Communities!	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income and employment deprivation particularly in Abbey Ward and	most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
	Kings Hedges? Would allocation result in development in deprived wards of	
	Cambridge?	
Shopping	Will it protect the shopping	GREEN = No effect or would support the vitality and viability of existing centres
	hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main employment centre?	includes a significant element of employment or is for another non-residential use
Employment -	Would	DARK GREEN = Development would
Land	development result in the loss of employment land, or deliver new employment land?	significantly enhance employment opportunities
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?	Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
		School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)

		Assume provision on site.
TRANSPORT		2 12
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.  Assumed provision of cycling improvements along with a busway to Cambridge would form part of mitigation package.
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  TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
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.	GREEN = Score 15-19 from 4 criteria below  Total score 18.  UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station		GG = Within 400m (6)  New settlement would require new bus stops which would mostly fall within 800m of the site.  Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)  (Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)).  UPDATE: Score changed from Amber =
Frequency of Public Transport		Within 800m to GG = Within 400m.  G = 20 minute frequency (4)  New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.  196 service - less than hourly service.

		9 service - hourly service.
Public		G = 21 to 30 minutes (4)
transport		
journey time to		196 service - 36 minutes to Ely.
City Centre		
		9 service - 25 minutes to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City		,
Centre		9.90km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	New train station proposed on the Ely to
	station?	Cambridge railway line to serve village and
		the new town site.
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?	Insufficient capacity on existing roads. The
		extent of necessary mitigation measures
		relating to highway capacity and access
		arrangements will need to be determined
		through transport modelling and a detailed
		transport assessment. They could include
		dualling of the A10 between Waterbeach
		and the A14 and upgrading of the A10 and
		A14 junction. Development proposals of this
		scale will need to be backed by a Transport
		Assessment and supporting Travel Plans.
		Any Transport Assessment will need to be
		based on analysis undertaken using the
		Cambridge Sub-Region Model. Detailed
		mitigation measures and the identification of
		appropriate financial contributions and
		obligations under Section 106 will be
		identified based on the appraisal of the
		Transport Assessment for each site.
		(Score changed from Red)
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	
	transport, walking	Would potentially result in significant
	or cycling facilities?	improvement to public transport, walking or
		cycling facilities. Promoter proposes new
		train station on the Ely to Cambridge railway
		line. Also propose a rapid bus service
		alongside the A10 – potential to link into
		CGB at Science Park. Opportunities to link
		to existing walking and cycle routes (such
		as NCN11) into Cambridge and other key
		sites such as Science Park. Potential
		requirement to enhance Park and Ride site
		on A10 at Milton to provide greater capacity.

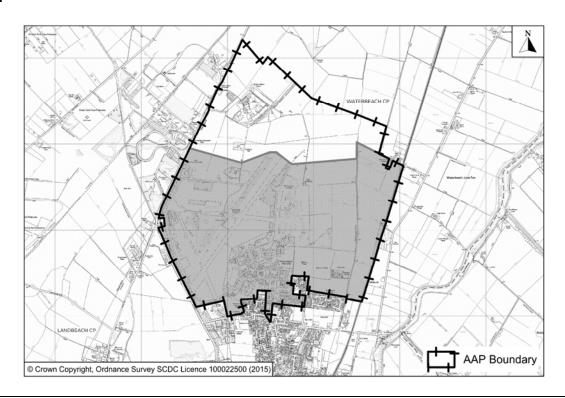
	Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10.
--	---

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC 231a		

Consultation Reference numbers: 2&3 (I&O 2012)

Site name/address: New Town north of Waterbeach

## Мар:



## Site description:

A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. Denny Abbey sits within the north western corner of the site. A Waste Water Treatment Works (WWTW) sits within the south eastern corner of the site. The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.

NOTE: Site area reflects the proposed submission Local Plan, following site visits and discussions with English Heritage, with particular reference to the historic significance of Denny Abbev.

Current use(s): Military Barracks / Agriculture

**Proposed use(s):** Mixed use new community comprising 8,000 to 9,000 dwellings forming a new town to the north of Waterbeach village, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a segregated bus route to Cambridge, and public open space and including an appropriate setting for the Denny Abbey Scheduled Monument and village separation.

**Site size (ha):** South Cambridgeshire: Major Development Site 407.3 ha. Area within the Area Action Plan boundary 578 ha.

Potential residential capacity: 8,000 to 9,000 dwellings (average 40 dph)

LAND		
PDL	Would	AMBER = Partially on PDL
102	development make use of previously developed land?	Military barracks and airfield.
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 is classified as Grade 2, with some Grade 3. Airfield is unclassified.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of 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  Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Adverse impact  Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is 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 for air quality assessment and a low emission strategy.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and
AQMA	Is the site within or	highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site.  They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.  GREEN = >1,000m of an AQMA, M11, or

	1000 to 512 A O LAA	1 444
	near to an AQMA, the M11 or the	A14
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
1 Ollution	Odour, light noise	full mitigation
	and vibration	Tuli Tilligation
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some potential for traffic noise from
	receptor or	A10 and railway, but should be possible to
	generator?	mitigate. Small part of the site is within a
		WWTW safeguarding Area of the
		Cambridgeshire & Peterborough Minerals
		and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing
		development that would be occupied by
		people because of the impact on amenity
		caused by offensive odours from the site.
		Where new development is proposed it
		must be accompanied by an odour
		assessment report. Development could
		expose residents to offensive odours with
		significant negative impacts incapable of adequate mitigation. Developers propose to
		move the WWTW off site which would
		mitigate this impact.
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 for minor benefits through
		remediation of minor contamination, the site
		has a number of potential sources of
		contamination- previous military land, areas
		of filled ground, a sewerage works and also
		adjacent to railway line and landfill.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible enhance the quality	mitigation
	of the water	Development unlikely to affect water quality.
	environment?	Assumptions for a neutral impact are that
		appropriate standards and pollution control
		measures will achieved through the
		development process and will mitigate any
PIODIVEDOITY		impact on groundwater.
BIODIVERSITY Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to, or local area will be developed as
Oiles	and protect sites	greenspace. No or negligible impacts
	designated for	g. seriopasse. He of flogligible impaste
	nature	Bus priority measures, Park & Ride, cycling
	conservation	and pedestrian improvements, and
	interest, and	highways improvements on the A10
	geodiversity?	corridor, planned to secure wider benefits

	(Including International and locally designated	would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
Biodiversity	sites)  Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links  Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds.  Northern part of the site, proposed to remain free from development, will provide major opportunities for mitigation.  Due to the range of habitats currently found in this site an impact would be upon a range of species. The site is currently subject to a low level of human disturbance. The site contains some populations of plants unrecorded elsewhere within the county. Any development of this large site would require extensive ecological investigation (possibly over several years) as part of the EIA process. Opportunity for habitat linkage/enhancement/restoration balanced by threats to existing features.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
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  Development would deliver significant new Green Infrastructure. The northern part of the site area can deliver new public open space and a significant landscaped setting

			for Denny Abbey.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HE	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		The scale and character of the proposed
	landscape		development would be visible over large
	character?		areas, and the likely scale and type of
			buildings would form developed skylines to
			the north, south and east. Folds and slopes
			within the landform of the development site
			would mean a high inter-visibility between
			sections of the development and reinforce
			its dominance in the landscape when
			viewed from outside the site. Development
			would be large in relation to the existing
			settlements and of such a different
			character that it would have an adverse
			effect on them. Significant mitigation
			measures are proposed, in particular
			utilising the northern part of the site to reduce wider landscape impacts, including
			on Denney Abbey. Reducing the built area
			of the development, and the density, will
			enable additional tree planting and
			boundary treatment, and reduce building
			heights.
			neights.
			Bus priority measures, Park & Ride, cycling
			and pedestrian improvements, and
			highways improvements on the A10
			corridor, planned to secure wider benefits
			would also be required to serve this site.
			Landscape impacts are uncertain at this
			stage. A busway using the Mereway route
			would have significant negative landscape
			impacts. There are potential negative
			impacts on Green Belt.
Townscape	Will it maintain and		GREEN = No impact (generally compatible,
: 5 /50apo	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		,
	character?		Neutral impact (generally compatible, or
			capable of being made compatible with local
			townscape character). Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be
			achieved through the development process.
			Bus priority measures, Park & Ride, cycling
			and pedestrian improvements, and
			highways improvements on the A10

		corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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 with potential for negative impacts capable of appropriate mitigation  Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site, and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. 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. Impacts on Denny Abbey can be mitigated through setting back the built form away from Denny Abbey, significant landscaping and boundary treatments, and controls over building heights.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.

CLIMATE CHA	NGE		
Renewables	Will it support the use of renewable energy resources?		DARK GREEN = Development would create significant additional opportunities for renewable energy.
			Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.
Flood Risk	Is site within at flood risk?		GREEN = Flood Zone 1 / low risk
			Great majority of site within Flood Zone 1 and no drainage issues that cannot be Appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	<u> </u>	Trippiopinatory additional
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.
			Development would deliver significant new public open space.
Distance: Outdoor Sport	How far is the nearest outdoor		GREEN = <1km
Facilities	sports facilities?		Assumed provision on site
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m Assumed provision on site
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or	How far is the site from the nearest		G = <400m
Local Centre	District or Local centre?		Assumed network of town and local centres 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		G = <400m
	service?		Assumed provision on site.
Key Local Facilities	Will it improve quality and range of key local services and		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

	f 11141 1 1 11	N
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
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?	possible
	activities:	New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
		places of faith
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 in	Multiple 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
Shopping	-	vitality and viability of existing centres
	shopping	vitality and viability of existing centres
	hierarchy,	Dayolonmont would have no effect as
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable scale to
	local centres?	serve needs of new residents and will not
		impact on other 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
		Development would include employment
		opportunities. Also adjoins the Cambridge
		Research Park site.
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
[		apportariation

	T	
	employment land, or deliver new	Development would significantly enhance
	employment land?	employment opportunities. Much of the new
	omproymont randi	employment provision would take place
		beyond 2031.
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,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and broadband?	sewerage systems will need reinforcement to increase capacity. Waste Water
	broaubariu :	Treatment Works would be relocated off
		site.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
' '	capacity?	
	, ,	School capacity not sufficient, but significant
		issues can be adequately addressed by the
		construction of new secondary and primary
D: /		schools.
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assuma provision on sita
Distance:	How far is the	Assume provision on site.  G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Assume provision on 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.
		TSCSC envisages cycling improvements
		alongside public transport improvements.
		Assumed provision of cycling improvements
		along with a segregated busway to
		Cambridge would form part of mitigation
		package.
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)?	TSCSC refers to services of at least 15
		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	Silent Solid to to from Follow
Score (SCDC)	been developed to	Total score 18.
,	consider access to	
	and quality of	UPDATE: Score changed from 15 to 18 to

	Lande Cartanana	and and an included a point of the property of
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
D: .	four criteria below.	00 1451: 400 (0)
Distance: bus		GG = Within 400m (6)
stop / rail		
station		Potential for Waterbeach Barracks to north
		Cambridge Busway to serve the site,
		providing access to residents of a new town.
		New public transport routes through the
		town to provide accessible services.
		(scoring revised for consistency with other
		major sites with new public transport provision)
		provision)
		(Currently 1,087m ACF from the centre of
		the site to the nearest bus stop - Research
		Park Entrance (9 service)).
		Tark Entrance (9 Service)).
		UPDATE: Score changed from Amber =
		Within 800m to GG = Within 400m.
Frequency of		G = 20 minute frequency (4)
Public		
Transport		Potential to deliver a High Quality Public
		Transport corridor linking the new town to
		Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		(Currently 9 service - hourly service)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
		segregated bus links were introduced.
		Currently 0 convices 29 minutes to Ely
		Currently 9 service - 28 minutes to Ely (Landbeach, Research Park Entrance to
		Ely, Market Street).
		Liy, Market Street).
		9 service - 27 minutes to Cambridge
		(Landbeach, Research Park Entrance to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		9.68km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	New train station to relocate existing
	station?	Waterbeach station proposed on the Ely to
		Cambridge railway line to serve village and
		the new town.
Access	Will it provide safe	AMBER = Insufficient capacity / access.

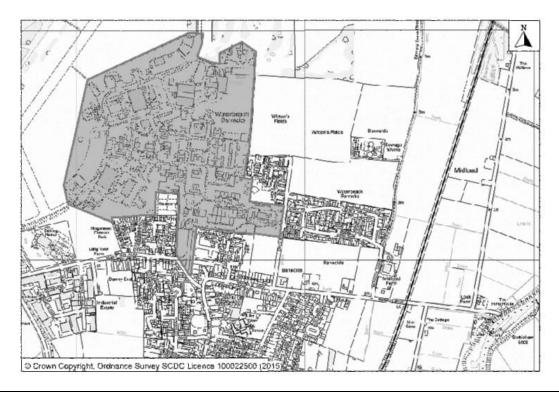
	access to the	Mogative offects capable of appropriate
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	The extent of personner militarian
	available capacity?	The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site and will need to take account of and facilitate the delivery of schemes identified through the City Deal Programme for the A10 and Milton
		Road corridors.
Non-Car Facilities	Will it make the transport network safer for public	GREEN = Significant improvements to public transport, cycling, walking facilities
	· ·	Would notentially result in significant
	transport, walking or cycling facilities?	Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science Park. Potential requirement to enhance Park and Ride site on A10 at Milton to provide greater capacity. Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10.

Site Information		
Development Sequence	New Settlement	
Cita reference number(a): CC 221/huilt area only)		

**Site reference number(s):** SC 231(built area only) **Consultation Reference numbers:** 4 (I&O1 2012)

Site name/address: Land north of Waterbeach (built area only)

Мар:



**Site description:** Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. This site considers the area comprising existing buildings.

Current use(s): A range of buildings, including residential blocks.

Proposed use(s): Residential.

Site size (ha): South Cambridgeshire: 58.15 ha.

Potential residential capacity: 930 dwellings (40 dph)

LAND	LAND			
PDL	Would development make use of previously developed land?		GREEN = Entirely 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		Barracks is unclassified.	
	versatile			
	agricultural land?		Bus priority measures, Park & Ride, cycling	

		and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of 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?	GREEN = Minimal, no impact, reduced impact.  Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.
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)?	GREEN = No adverse effects or capable of full mitigation  Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate.
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
vvator	where possible		mitigation
	enhance the quality		Imagaion
	of the water		Development unlikely to affect water quality.
	environment?		Assumptions for a neutral impact
	CHVII OHITICHE:		are that appropriate standards and pollution
			control measures will achieved
			through the development process and will
BIODIVERSITY	<u> </u>		mitigate any impact on groundwater.
	Will it conserve		GPEN - Doos not contain is not adjacent
Designated Sites			GREEN = Does not contain, is not adjacent
Siles	protected species		to designated for nature conservation or
	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		Bus priority measures, Park & Ride, cycling
	geodiversity?		and pedestrian improvements, and
	(Including		highways improvements on the A10
	International and		corridor, planned to secure wider benefits
	locally designated		would also be required to serve this site.
	sites)		Proposed route do not pass through any
			identified sites of ecological designation.
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		Bus priority measures, Park & Ride, cycling
	help deliver habitat		and pedestrian improvements, and
	restoration (helping		highways improvements on the A10
	to achieve		corridor, planned to secure wider benefits
	Biodiversity Action		would also be required to serve this site.
	Plan targets, and		Proposed route do not pass through any
	maintain		identified sites of ecological designation.
	connectivity		3 3
	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		
	and access to		
	green		
	infrastructure?		
I ANDSCAPE		II TURAL HI	I FRITAGE
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)  No impact. Generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on 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)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits

		would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Heritage	Will it protect or enhance sites, features or areas of historical,	GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require further assessment.
CLIMATE CHA	NGE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site within at flood risk?	GREEN = Flood Zone 1 / low risk  Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
	TH AND WELL BEING	appropriately addressed.
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  Assumed provision would be made on site
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m  Assumed provision would be made on site
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or	How far is the site from the nearest	R = >800m

Local Centre	District or Local	1,210km ACF to Chapel Street,
Local Ochirc	centre?	Waterbeach, surrounded by a cluster of
	Contro.	services and facilities.
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	
	centre or GP	727m ACF from centre of site to Rosalind
	service?	Franklin House, Waterbeach.
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	RED = Allocation would lead to loss of
Facilities	and enable	community facilities
	engagement in	
	community	Base closure has curtailed access to MOD
	activities?	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	Communities:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriage)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Watapio Bopiivation 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
	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,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable
	local centres?	scale to serve needs of new residents and
Francis	How for to the	will not impact on other 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 - Land	Would development result in the loss of employment land, or deliver new	G = No loss of employment land / allocation is for employment development
	employment land?	
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	GREEN = Existing infrastructure likely to be sufficient  Minor utilities Infrastructure improvements may be required, but constraints can be addressed.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity may not be sufficient, but significant issues can be adequately addressed
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assume provision on site
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	4.4km ACF from centre of site to Cottenham Village College.
TRANSPORT		. 9 9 -
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)?	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.	AMBER = Score 10-14 from 4 criteria below  Total score of 13.
Distance: bus stop / rail station		G = Within 600m (4)  520m ACF from the centre of the site to the nearest bus stop - Winfold Road (9 service).)

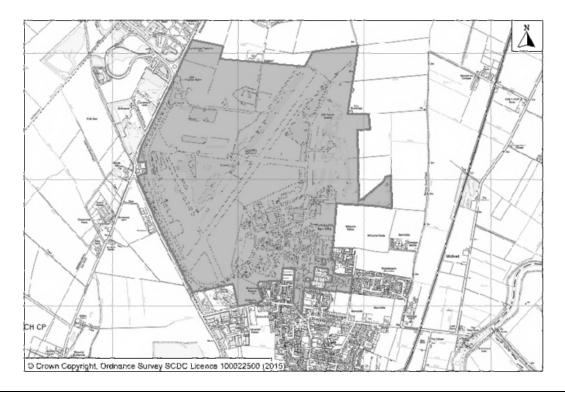
Frequency of Public		R = Hourly service (2)
Transport		9 service - hourly service
		Potential for improvement associated with development.
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		9 service - 35 minutes to Ely (Waterbeach, Winfold Road to Ely, Market Street).
		9 service - 31 minutes to Cambridge (Waterbeach, Winfold Road to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		0.001 1.057 11 11 11 11 11
Centre		9.22km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train station?	1,636m ACF from centre of the site to Waterbeach 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?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC231 (MOD only	/)

Consultation Reference numbers: 3 (I&O1 2012)

Site name/address: Land north of Waterbeach (MOD only)

Map:



**Site description:** A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features.

This option considers the MOD site only.

The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.

Current use(s): Military Barracks

**Proposed use(s):** Mixed use new community forming a new town to the north of Waterbeach village, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a segregated bus route to Cambridge, and public open space and including an appropriate setting for the Denny Abbey Scheduled Monument and village separation.

Site size (ha): South Cambridgeshire: 280.2 ha.

Potential residential capacity: 7,600 dwellings (40 dph)

LAND		
PDL	Would	GREEN = Entirely on PDL
	development make	,
	use of previously	25% to 74% Previously Developed Land
	developed	(PDL). Military barracks and airfield.
	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	Airfield is unclassified.
	versatile	
	agricultural land?	Bus priority measures, Park & Ride, cycling
		and pedestrian improvements, and
		highways improvements on the A10
		corridor, planned to secure wider benefits
		would also be required to serve this site. This would result in the loss of agricultural
		land.
		iailu.
Minerals	Will it avoid the	AMBER = Site or a significant part of it falls
Willionalo	sterilisation of	within an allocated or safeguarded area,
	economic mineral	development would have minor negative
	reserves?	impacts
		'
		Site falls within a designated area in the
		Minerals and Waste LDF, development
		would have minor negative impacts on
		identified Minerals Reserves.
POLLUTION	T	
Air Quality	Would the	AMBER = Adverse impact
	development of the sites result in an	Davelanmant aculd immant an air avality
	adverse	Development could impact on air quality,
	impact/worsening	with minor negative impacts incapable of mitigation. Despite this proposal not being
	of air quality?	adjacent to an Air Quality Management
	or all quality:	Area, it is 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 for air
		quality assessment and a low emission
		strategy.
		Bus priority measures, Park & Ride, cycling
		and pedestrian improvements, and
		highways improvements on the A10
		corridor, planned to secure wider benefits
		would also be required to serve this site.
		They would have a major beneficial effect
		on the reduction of greenhouse gas
		emissions, and local air quality.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
A WINIA	near to an AQMA,	A14
	THEAT TO ATT ACTIVIA,	7117

	the M11 or the	
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise	full mitigation
	and vibration problems if the site	Dayalanment compatible with neighbouring
	is developed, as a	Development compatible with neighbouring uses. Some potential for traffic noise
	receptor or	from A10 and railway, but should be
	generator	possible to mitigate. Small part of the site is
	(including	within a WWTW safeguarding Area of the
	compatibility with	Cambridgeshire & Peterborough
	neighbouring	Minerals and Waste LDF. Core Strategy
	uses)?	policy CS31 establishes a presumption
		against allowing development that would be occupied by people because of the
		impact on amenity caused by offensive
		odours from the site. Where new
		development is proposed it must be
		accompanied by an odour assessment
		report. Development could expose residents
		to offensive odours with significant
		negative impacts incapable of adequate
		mitigation. Developers propose to move the WWTW off site which would mitigate
		this impact.
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)
		Potential for minor benefits through
		remediation of minor contamination, the site
		has a number of potential sources of
		contamination- previous military land, areas
		of filled ground, a sewerage works and also
Mate:	Mill it must set and	adjacent to railway line and landfill.
Water	Will it protect and where possible	GREEN = No impact / Capable of full mitigation
	enhance the quality	i iiiugauoii
	of the water	Development unlikely to affect water quality.
	environment?	Assumptions for a neutral impact
		are that appropriate standards and pollution
		control measures will achieved through the
		development process and will mitigate any
BIODIVERSITY		impact on groundwater.
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts
	conservation	Due milesite management Desit 9 Dide at 1
	interest, and	Bus priority measures, Park & Ride, cycling

	1		
	geodiversity? (Including International and locally designated sites)		and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
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 Plan targets, and maintain connectivity		Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds.
	between green infrastructure)?		Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
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		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  Development would deliver new Green Infrastructure.
	infrastructure?		
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and		AMBER = negative impact on landscape character, incapable of mitigation.
	distinctiveness of landscape character?		Minor Negative Impact (Development conflicts with landscape character, with minor negative impacts incapable of mitigation). The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the

		development site would mean a high inter-visibility between sections of the development and reinforce its dominance in the landscape when viewed from outside the site. Development would be large in relation to the existing settlements and of such a different character that it would have an adverse effect on them. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on 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)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site.  Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative

			impacts on Green Belt.	
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  Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site (in East Cambridgeshire) and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments . 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.  Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment	
			through the development process.	
CLIMATE CHA	NGE			
Renewables	Will it support the use of renewable energy resources?		DARK GREEN = Development would create significant additional opportunities for renewable energy.  Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.	
Flood Risk	Is site within at flood risk?		GREEN = Flood Zone 1 / low risk  Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.	
HUMAN HEALTH 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.	

		Development would delive a star Ween to
		Development would deliver significant new
Diotones	How for is the	public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	A service display and site
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
0 0	teenagers?	AMPER N. I.
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
Distance. District or	from the nearest	0 - \$400III
Local Centre	District or Local	Assumed network of town and local centres
Local Certife	centre?	on site.
	Contro :	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	1 = 7 000m
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Assumed provision on site
	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	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant
	and leisure (shops,	benefit. Proposal to include new secondary
	post offices, pubs	and primary schools, a large medical
	etc?)	centre, retail, leisure and sports facilities
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?	
		New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
Intogration	How wall was dal the	places of faith
Integration	How well would the	GREEN = Good scope for integration with
with Existing Communities	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
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  Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other 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?	DARK GREEN = 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  Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary schools.
Distance: Primary School Distance: Secondary School	How far is the nearest primary school? How far is the nearest secondary school?	G = <400m  Assumed provision on site.  G = Within 1km (or site large enough to provide new)

		Assumed provision on 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.
		TSCSC envisages cycling improvements alongside public transport improvements. Assumed provision of cycling improvements along with a segregated busway to Cambridge would form part of mitigation package.
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
		TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
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.	GREEN = Score 15-19 from 4 criteria below  Total score of 18.  UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station		GG = Within 400m (6)  New settlement would require new bus stops which would mostly fall within 800m of the site.  Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)  (Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)).  UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.
Frequency of Public Transport		G = 20 minute frequency (4)  Potential to deliver a High Quality Public

		Transport corridor linking the new town to
		Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		(Currently 9 service - hourly service)
Public		G = 21 to 30 minutes (4)
transport		0 = 21 to 30 minutes (4)
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
Ony Contro		segregated bus links were introduced.
		l cogragatoù suo illino il cro illinouaccui
		Currently 9 service - 28 minutes to Ely
		(Landbeach, Research Park Entrance to
		Ely, Market Street).
		,
		9 service - 27 minutes to Cambridge
		(Landbeach, Research Park Entrance to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		9.68km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	Less incentive to deliver new station given
	station?	relationship of this site with railway line.
Access	Will it provide safe	RED = Insufficient capacity/ access.
		Niewethie effects become ble of encourage to
	access to the	Negative effects incapable of appropriate
	highway network,	Negative effects incapable of appropriate mitigation.
	highway network, where there is	mitigation.
	highway network,	mitigation.  Insufficient capacity on existing roads. The
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction.
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will
	highway network, where there is	mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal
	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for
	highway network, where there is available capacity?	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site.
Non-Car Facilities	highway network, where there is	Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for

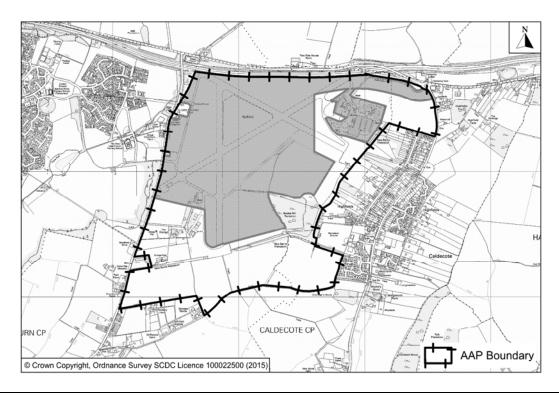
safer for public	
transport, walking	Would potentially result in significant
or cycling facilities?	improvement to public transport, walking or
	cycling facilities. Promoter proposes new
	train station on the Ely to Cambridge
	railway line. Also propose a rapid bus
	service alongside the A10 – potential to
	link into CGB at Science Park. Opportunities
	to link to existing walking and cycle
	routes (such as NCN11) into Cambridge
	and other key sites such as Science
	Park. Potential requirement to enhance
	Park and Ride site on A10 at Milton to
	provide greater capacity. Opportunity to
	strengthen bus services on corridor
	between Waterbeach and Cambridge by a
	rapid service alongside the A10.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC057 & 238	

Consultation Reference numbers: 5 (I&O 2012)

Site name/address: Bourn Airfield, Bourn

Мар:



**Site description:** The site lies to the west of the settlements of Highfields and Caldecote, immediately south of the A428 trunk road (linking Cambridge with Bedford), to the north of the small settlement of Bourn, and to the east of the new settlement of Cambourne. By virtue of the historic use of the site as an airfield it is essentially devoid of natural vegetation and accordingly is very open in nature. The only developed parts on the site comprise aircraft hangers, industrial buildings and outside storage areas.

**Current use(s):** Civil Aviation Authority Licensed Airfield for pilot training and private aircraft / Storage / Market / Agricultural

**Proposed use(s):** New Village to the east of Cambourne with 3,000-3,500 dwellings, employment, retail, commercial uses, outdoor, outdoor recreation and park & ride

**Site size (ha):** South Cambridgeshire: 151.1 ha. (including 9.4ha. for ThyssenKrupp employment site)

Potential residential capacity: 3,500 dwellings

LAND		
PDL	Would development make use of previously developed land?	AMBER = Partially on PDL  The site includes the runways and some aircraft hangers, industrial buildings and outside storage areas. The rest of the site is in agricultural use and therefore not PDL. Approximately one third of site PDL.

Agricultural Land	Would development lead to the loss of the	RED = Significant loss (20 ha. or more) of grades 1 and 2 land
	best and most versatile	Majority of site is Grade 2.
	agricultural land?	UPDATE 2016: The promoter has undertaken a survey which shows a smaller area (less than 20 ha.) falls within Grades 1 and 2. If this is the case it would reduce the score from Red to Amber (Minor loss of grade 1 and 2 land).
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
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	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts
	adverse impact/worsening of air quality?	Despite this proposal not being adjacent to an Air Quality Management Area, it is 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 for air quality assessment and a low emission strategy.
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
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	AMBER = Adverse impacts capable of adequate mitigation
	problems if the site	Noise issues - Environmental Health

	is developed, as a receptor or generator (including compatibility with neighbouring uses)?	concerns about the site in 2012 relate to the former ThyssenKrupp manufacturing processes on the site. Note that the site is not currently in active use. The replacement of the existing industrial type uses with lower noise impact employment development more compatible with residential as required by the local plan policy proposed, with additional noise mitigation as appropriate and consideration of measures to mitigate traffic noise impacts from the A428 on future residential would address these concerns, through master planning and detailed design.
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  This site is previously an airfield and may have contaminated land. It will require investigation. 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  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	7	- Cacianiable Planiage Cyclems (Caacy).
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  Adjoins Bucket Hill Plantation County Wildlife Site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.
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))?		Assumptions are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. Greatest impact likely to be as a result of loosing grassland habitats currently found within the airfield strips. Great crested newts are known to be in the vicinity and may also be adversely affected.
			Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.
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  TPO present in hedge lines throughout the site with a significant woodland in the south
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		east boundary (just off site).  GREEN = Development could deliver significant new green infrastructure Opportunities for new green infrastructure within the wider AAP area.
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
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)  Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
			Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Townscape	Will it maintain and enhance the diversity and		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor

	distinctiveness of	improvements)
	townscape	improvements)
	character, including through appropriate design and scale of development?	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
	ис четорители:	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Green Belt	What effect would the development of this site have on	GREEN = No impact or Minor positive impact on Green Belt purposes
	Green Belt purposes?	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
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  Setting of listed buildings to west and south west of site would be adversely affected by development. 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.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.

CLIMATE CHA	NGE	
Renewables	Will it support the	GREEN = Development would create
INCHEWADICS	use of renewable	additional opportunities for renewable
		• •
	energy resources?	energy.
		Development would create minor additional
		opportunities for renewable energy. A new
		settlement of this scale would be expected
		to include additional renewable energy
Flood Risk	Is site at flood risk?	options GREEN = Flood Zone 1 / low risk
1 1000 INISK	is site at 11000 fisk:	GILLIN - 1 1000 ZOHE 1 / 10W HSK
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEALT	H 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	
	space?	Development would create opportunities for
	'	new public open space, including through
		delivery of green infrastructure.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	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	New village centre would be required.
	centre?	(Centre point of site beyond 1,000m of
		nearest existing centre)
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	
	centre or GP	Assumed provision on site
	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	
	facilities including	New settlement therefore would expect to

	health, education and leisure (shops, post offices, pubs etc?)	be self sufficient and sustainable. Promoter has indicated that the settlement will be a mixed use sustainable community.
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
		New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable.
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.
<b>ECONOMY</b>		
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  Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.
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,	DARK GREEN= Development would significantly enhance employment opportunities
	or deliver new employment land?	It is proposed that the new settlement be a mixed-use community therefore this would mitigate the loss of employment as a result of developing the airfield site. In addition the adjoining industrial site is proposed to be

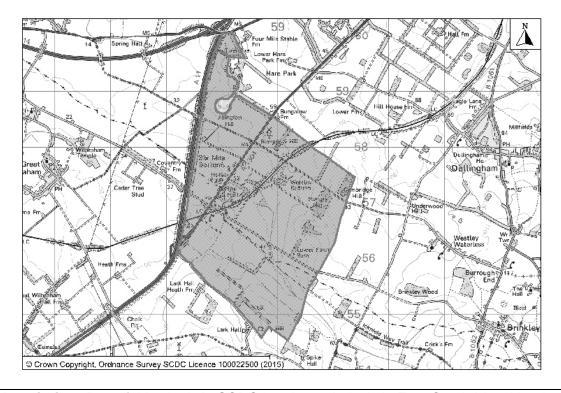
	1	
		redeveloped with employment uses
		compatible with the adjoining site would
		enable the new village to include a
		significant element of employment.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
o umuoo	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	miligation
	infrastructure,	Major utilities Infrastructure improvements
	including	Major utilities Infrastructure improvements
	communications	required, but constraints can be addressed.
		There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	supply the number of proposed properties
		which could arise if all the SHLAA sites
		within the zone were to be developed. The
	40.	sewage network is at capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
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?	provide new,
		Assumed new secondary school provision
		on-site.
TRANSPORT		on-site.
	What type of cycle	
TRANSPORT Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
		AMBER = Medium quality off-road path.
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high
	routes are	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation),
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but
	routes are accessible near to	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the
Cycle Routes	routes are accessible near to the site?	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.
	routes are accessible near to the site?	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.  AMBER = service meets requirements of
Cycle Routes	routes are accessible near to the site?  Is there High Quality Public	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.  AMBER = service meets requirements of high quality public transport in most but not
Cycle Routes	routes are accessible near to the site?  Is there High Quality Public Transport (at edge	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.  AMBER = service meets requirements of
Cycle Routes	routes are accessible near to the site?  Is there High Quality Public	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.  AMBER = service meets requirements of high quality public transport in most but not all instances
Cycle Routes	routes are accessible near to the site?  Is there High Quality Public Transport (at edge	AMBER = Medium quality off-road path.  TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements.  The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.  AMBER = service meets requirements of high quality public transport in most but not

		convices in longer term
		services in longer term.
		The City Deal A428 public transport corridor scheme includes bus priority and bus infrastructure improvements to improve journey time reliability (currently the subject of consultation).
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to	Total score of 17
	and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: Score changed from 13 to 17 to reflect revised Public transport journey time to City Centre score.
Distance: bus		GG = Within 400m (6)
stop / rail station		Mitigation would include a segregated bus link though the development, providing good access to public transport. New public transport routes through the site to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)
		(Currently 820m ACF from the centre of the site to nearest bus stop).
Frequency of Public		G = 20 minute frequency (4)
Transport		TSCSC requires creation of a High Quality Public Transport corridor linking the new village to Cambridge.
		HQPT corridor would create bus service frequency of 15 minutes or better.
		(Currently Citi 4 - 20 minute frequency)
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study would reduce journey time to below 30 mins (currently 33 mins from existing bus stop).
		UPDATE: Change of score from Amber to Green
Distance for cycling to City		A = 10 km to  15  km  (3)
Centre		10.81km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m

Railway	from an existing or	
Station	proposed train station?	12,221m ACF from centre of the site to Shepreth 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: No capacity constraints identified specifically in regard to the site access, safe access can be achieved. The development will need two points of access. The promoter has stated that the transport strategy will include innovative public transport proposals. A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014)
		A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading. This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.
		Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.
Non-Car Facilities	Will it make the transport network safer for public transport, walking	GREEN = Significant improvements to public transport, cycling, walking facilities  The Highway Authority will require new
	or cycling facilities?	development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Opportunities to contribute to wider improvements on the A428 corridor.
		UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC135			
Consultation Reference numbers: N/A			
Site name/address: Land at Six Mile Bottom			

## Мар:



**Site description:** Part of this site is in SCDC but the majority is in East Cambridgeshire, it includes the settlement known as Six Mile Bottom, which is located 7 miles east of Cambridge. The settlement is focused on a crossroad, with several farms within close proximity. Most of Six Mile Bottom is low density and well-treed, being divided into hedged paddocks associated with the Newmarket racecourse industry. To the north of the settlement lies Swynford Paddocks Hotel, set in extensive grounds.

The majority of the site is agricultural and generally flat, with a network of drainage throughout. It is bounded to the west by the A11. The main Cambridge – Newmarket railway runs through the site.

**Current use(s):** Predominantly agriculture, with some pasture, woodland, stables, a hotel, public house and existing residential dwellings.

**Proposed use(s):** A new market town, including land in East Cambridgeshire District Council's area, comprising of between 8,000 - 10,000 new homes, a town centre and two or three local centres, community uses, employment, education, hotel, range of public open space, leisure centre, golf course, energy centre and a new railway station providing direct access to Cambridge and Newmarket (321.50 hectares in South Cambridgeshire with pro-rata, between 2,500 and 3,500 new homes).

Site size (ha): South Cambridgeshire: 918.22 ha.

Potential residential capacity: 10,000 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	No previously developed land other than
	developed	residential properties and farm buildings.
	land?	rediaerniai proportios ana farm banango.
	iana:	
Agricultural	Would	RED = Significant loss (20 ha or more) of
Land	development lead	grades 1 and 2 land
Land	to the loss of the	grades i and z land
	best and most	Significant loss (20 hectares or more) of
	versatile	best and most versatile agricultural land
		<u> </u>
	agricultural land?	(Grades 1 and 2) - majority of site is
NA!I-	AAPH 101-l (l	classified as Grade 3, with some Grade 2.
Minerals	Will it avoid the	AMBER= Site or a significant part of it falls
	sterilisation of	within an allocated or safeguarded area,
	economic mineral	Minor negative impacts
	reserves?	Once II we are a fight of the Control of the Contro
		Small parts of the site fall within a
		designated areas in the Minerals and Waste
		LDF, development would have minor
		negative impacts on identified Minerals
		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	
	impact/worsening	Development could impact on air quality,
	of air quality?	with minor negative impacts incapable of
		mitigation. 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.
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?	394m ACF from edge of site to A14.
Pollution	Are there potential	AMBER = Adverse Impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	1 <del>Q</del> <del></del>
	problems if the site	Parts of the site will be subject to significant
	is developed, as a	levels of noise from traffic on the A11 to the
	receptor or	west and from train operation through the
	generator	middle of the site. A noise assessment will
	(including	be required to quantify noise impacts and
	compatibility with	consider noise attenuation measures.
	neighbouring	CONSIDER HOISE ALLEHUALION MEASURES.
	uses)?	Residential could be accontable with a bigh
	uoco):	Residential could be acceptable with a high
		level of mitigation: combination of

	1	
		appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation and extensive noise attenuation measures.
		Possible malodour risk from nearby remaining farms / commercial uses as proposals would be closer than existing residential. Minor to moderate adverse odour risk may require assessment.
		Noise can be mitigated through a package of site development management techniques such as bunding, orientation, levels, acoustic barriers etc. However this may result in part of the land being undevelopable.
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, an existing railway line running through it and two small areas of land of previous industrial / commercial use which will require investigation
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Ground Water Source Protection Zone – Almost all of site included within a protection zone. A small part in zone 1 and the remainder in zones 2 and 3. Inclusion in a Ground water Source Protection Zone does not rule out development but may influence land use or require pollution control measures.
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)	Part of site Local Nature Reserve, and two County sites exist within the boundary (in East Cambs).
Biodiversity	Would	GREEN = Development could have a

	development reduce habitat fragmentation, enhance		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 Plan targets, and maintain connectivity between green infrastructure)?		Presence of protected species - Greatest impact likely to result from a loss of extensive open farmland. This site has a large brown hare population that use these fields as breeding sites. Opportunity for habitat linkage / enhancement / restoration particularly regarding hedgerows and grassland, balanced by threats to existing features.
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.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
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 proposed development is in the East Anglian Chalk landscape character area. Apart from the evident transport infrastructure (the Cambridge-Newmarket railway also crosses the site west of the site) this area is deeply rural and sparsely populated, particularly to the south and east. The area is characterised by a high and rolling chalk landscape. The area is influenced by the patchwork of studs and farms towards Newmarket to the northeast. To the south and east the chalk hills are dominant. The area has a distinct grid of roads, tracks and vegetated field boundaries. However the rolling land ensures that this appears far less regimented when viewed on site.
			triangle of relatively level land between the A11 and A1304 – This is characterised by a series of large houses and farms along the

		A1304. The field pattern is very regular, of small to medium size. Fields and paddocks are separated by mature belts of hedges and trees, including noticeable numbers of Pines and other conifers. The area is fairly enclosed has a similar to character to the geometric landscape of studs around Newmarket. The second area is a steeply rising landscape to the southeast of the A1304. This rises from approximately 30 to 90m AOD, from the A1304 to Cambridge Hill at the east of the site. The landscape is open and rolling, with many areas of mature woodland, shelter belts and hedges separating a regular pattern of medium to very large sized fields. The horizon is almost entirely treed, but the rolling, rising land allows long views in all directions. The defining character is of an open, rural and remote landscape.
		The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site would mean a high inter-visibility between sections of the development and reinforce its total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character of the area.
		Due to the landform and deeply rural character, it will be very difficult to offer any landscape mitigation to development of this scale and character on this site.
Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.
townscape character, including through appropriate design and scale of		Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them.  (Change of score from Green)
	enhance the diversity and distinctiveness of townscape character, including through appropriate design	enhance the diversity and distinctiveness of townscape character, including through appropriate design

	development?		
Green Belt	What effect would		GREEN = No impact or Minor positive
OTOGIT DOIL	the development of		impact on Green Belt purposes
	this site have on		Impact on Green Belt purposes
	Green Belt		
	purposes?		
Heritage	Will it protect or		RED = Site contains, is adjacent to, or
rionago	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for significant
	historical,		negative impacts incapable of appropriate
	archaeological, or		mitigation
	cultural interest		3
	(including		Listed Buildings – Not within SCDC (but 4
	conservation		within the site)
	areas, listed		within the one)
	buildings,		Non-statutory archaeological site – There
	registered parks		are numerous Bronze Age barrows known
	and gardens and		in the area, a significant number of which
	scheduled		are designated Scheduled Monuments
	monuments)?		(SAM 33341, 33346). A Romano-British
			settlement site west of Allington Hill is also a
			designated Scheduled Monument (SAM72).
CLIMATE CHA	NGE		
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
	energy resources?		energy.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			Crost majority of site in Flood Zone 1 and
			Great majority of site in Flood Zone 1 and no drainage issues that cannot be
			appropriately addressed.
			Surface drainage will be dealt with by
			incorporation of sustainable drainage
			techniques and the intention should be to
			ensure that the site maintains green field
			run off rates. The land strata is Chalk, which
			requires special construction methods being
			used to protect underlying aquifers.
	TH AND WELL BEING	<u> </u>	
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
<u> </u>	space?		standards.
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		On aita muoviaias and and
Facilities	sports facilities?		On site provision assumed
Distance: Play	How far is the		GREEN = <400m
Facilities	nearest play space for children and		On site provision assumed
			On site provision assumed
Gypey 8	teenagers? Will it provide for		AMBER = No Impact
Gypsy & Traveller	•		ANIDER = NO IMPACE
rravellel	the		

		ı	
	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		Centre point of site beyond 1,000m of
	centre?		nearest existing centre.
			Thousand oxioning control
			Assumed new network of centres would be
			required to serve a new settlement
Dietopos: City	How far is the site		R = >800m
Distance: City			K = >000111
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		G = <400m
Service	nearest health		
	centre or GP		On site provision assumed.
	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		
	facilities including		New local facilities or improved existing
	health, education		facilities are proposed of significant benefit.
	and leisure (shops,		Proposal to include new secondary and
	post offices, pubs		primary schools, medical provision, retail,
	etc?)		leisure and sports facilities
Community	Will it encourage		GREEN = Development would not lead to
Facilities	and enable		the loss of any community facilities or
1 dollities	engagement in		replacement / appropriate mitigation
	community		possible
	activities?		possible
	activities?		Navyla ad a samunity / villa as hall an
			New local community / village hall or
			improved existing facility is proposed of
			significant benefit (and is viable and
			sustainable). Submission states that a
			range of community facilities will be
			provided.
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
(232290)	and employment		Cambridge according to the Index of
	deprivation in		Multiple Deprivation 2010.
	Abbey Ward and		maniple Deprivation 2010.
	Kings Hedges?		
	Would allocation		
	result in		

	developer sistin	
	development in	
	deprived wards of	
	Cambridge?	ODEEN N. W
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	Development would be us no effect on
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and local centres?	proposals will only be of a suitable scale to serve needs of new residents and will not
	local centres?	
Employment	How far is the	impact on other centres.  GREEN = <1km or allocation is for or
Employment -		
Accessibility	nearest main	includes a significant element of
	employment centre?	employment or is for another non-residential use
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
Lanu	in the loss of	opportunities
	employment land,	opportunities
	or deliver new	Development would significantly enhance
	employment land?	employment opportunities. The proposed
	omploymont land.	submission refers to the provision of new
		employment.
Utilities	Will it improve the	RED = Significant upgrades likely to be
Cuntion	level of investment	required but constraints incapable of
	in key community	appropriate mitigation
	services and	appropriate initigation
	infrastructure,	Major utilities Infrastructure improvements
	including	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	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
D: (		2 422
Distance:	How far is the	G = <400m
Primary	nearest primary	On Otto manifolia
School	school?	On Site provision assumed
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	On Site provision assumed
TDANSDADT		On Site provision assumed
TRANSPORT Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Cycle Roules	routes are	AMBER – MEGIGITI QUAIITY OIT-10au Patri.
	accessible near to	Poor access to services by walking and
	the site?	cycling – cycle links to Great Wilbraham,
	tile site:	Newmarket and Cambridge would be
		140WITHAIRCE AIRA CAITIDHAGE WOULD DE

		required.
HQPT	la thora High	
וזערו	Is there High Quality Public	AMBER = service meets requirements of high quality public transport in most but not
	_	all instances
	Transport (at edge of site)?	ali iliotatices
Sustainable	·	GREEN = Score 15-19 from 4 criteria below
	Scoring	GREEN = Score 15-19 from 4 chieria below
Transport	mechanism has	Total agers of 42
Score (SCDC)	been developed to	Total score of 13.
	consider access to	LIDDATE: Cooring shapped from 10 to 12
	and quality of	UPDATE: Scoring changed from 10 to 13 -
	public transport,	revised for consistency with other major
	and cycling. Scores	sites with new public transport provision.
	determined by the four criteria below	
Distance: bus	Tour Criteria below	CC - Within 400m (6)
		GG = Within 400m (6)
stop / rail station		New cottlement would require new bus
Station		New settlement would require new bus
		stops and public transport routes to through the settlement.
		the settlement.
		UPDATE: scoring revised for consistency
		with other major sites with new public
		transport provision.
		transport provision.
		(Currently 903m ACF from the centre of the
		site to nearest bus stop 17 service).
Frequency of		G = 20 minute frequency (4)
Public		2 Is illimited in equality (1)
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		'
		(Currently less than hourly service)
Public		RR = Greater than 50 minutes (0)
transport		( /
journey time to		Service takes 15 minutes from Six Mile
City Centre		Bottom to Newmarket.
_		
		Service takes 54 minutes from Six Mile
		Bottom to Cambridge.
Distance for		A = 10km to 15 km (3)
cycling to City		
Centre		8.45km ACF from the centre of the site to
		Newmarket Market.
		13.73km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	Promoter proposes new station on the
	station?	Newmarket to Cambridge railway, potential
		timetabling and capacity issues on this line
		would need to be checked.
Access	Will it provide safe	RED = Insufficient capacity/ access.

	access to the highway network, where there is available capacity?	Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. Mitigation measures could include remodelling the A11 / A14 / A1303 interchange to enable access to and from Cambridge, a new railway station and services, new bus services to Cambridge and Newmarket and mitigation measures on local roads. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site.
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  Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station and services on the Ipswich to Cambridge railway line. Also proposes new bus services linking to Newmarket and

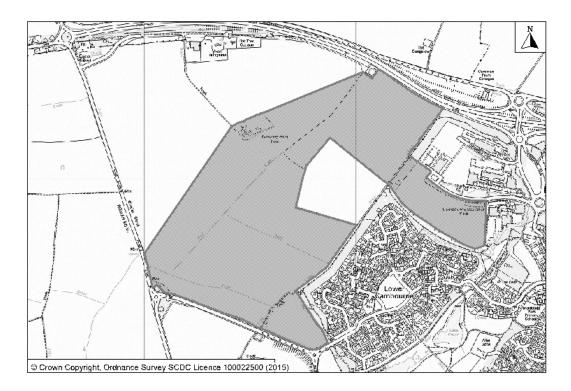
Site Information	
Development Sequence	Rural Centre

Site reference number(s): SC239a (revised boundary) (includes parts of 239 and 303)

Consultation Reference numbers: 17 (I&O 2012) (part) and H1 (I&O2 2013)

**Site name/address:** Land west of Lower Cambourne including land at the Cambourne Business Park.

## Мар:



**Site description:** The site lies to the west of Lower Cambourne including undeveloped land at the Cambourne Business Park to the south of the access road. It adjoins the A428 to the north east and the A1198 to the south and west to a point just north of the roundabout on the A1198 north of Caxton.

The site consists of a large area of open countryside extending as far west as Swansley Wood Farm, which is now a small-scale employment site.

Hedges and ditches provide boundaries to the individual fields within the site. The A428 and the A1198 are bounded by woodland areas and mature hedgerows which partly screen the site from view from nearby roads. Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured. The existing boundary with Cambourne consists of a woodland belt which is rapidly maturing. The one exception is the new Cambourne Village College which juts into the site to the west of Lower Cambourne and which is a large bulky building highly visible from a number of viewpoints.

**Current use(s):** The majority of the site is currently in agricultural use as arable land. The remainder is undeveloped land at the Cambourne Business Park

**Proposed use(s):** Linked fourth village extension to the west of Cambourne for 1,200 dwellings planned around the new secondary school, with employment, local centre, community services and facilities, and public open space.

Site size (ha): South Cambridgeshire: 92 ha.

Potential residential capacity: 1,200 dwellings (average 33 dph)

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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 77 ha).  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
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?	GREEN = Minimal, no impact, reduced impact  Development unlikely to impact on air quality. Site lies in an area where air quality acceptable.  Bus priority measures and cycling and pedestrian improvements between
0.0040	le the cite with in a	Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
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	AMBER = Adverse impacts capable of adequate mitigation  Development compatible with neighbouring

Contamination	is developed, as a receptor or generator (including compatibility with neighbouring uses)?	uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation.  GREEN = Site not within or adjacent to an
Contamination	Is there possible contamination on the site?	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 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	,	• • • • • • • • • • • • • • • • • • • •
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  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
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  Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
TPO	Are there trees on site or immediately	GREEN = Site does not contain or adjoin any protected trees

<u></u>		1	
	adjacent protected		
	by a Tree		
	Preservation Order		
Green	(TPO)?		GREEN = Development could deliver
Infrastructure	Will it improve access to wildlife		significant new green infrastructure
Illiastructure	and green spaces,		Significant new green filinastructure
	through delivery of		Development would create minor
	and access to		opportunities for new Green Infrastructure.
	green		New landscaping associated with
	infrastructure?		development of this site will create access
			to areas of open space within and on the
			edge of the development including designed
			greenways and connections to the existing
			green spaces in Cambourne.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and distinctiveness of		local landscape character, or provide minor improvements)
	landscape		improvements)
	character?		Assumptions for a neutral impact include
	orial actor .		that appropriate design and mitigation
			measures would be achieved through the
			development process. Development of this
			site would be visible in many long distant
			views, would reduce the long countryside
			views into shorter ones, and would bring the
			development at Cambourne slightly closer
			to nearby villages, however it would be
			possible to develop this site without significant harm to landscape character
			through new landscaping. The smaller
			footprint would reduce the landscape
			impact.
			Bus priority measures and cycling and
			pedestrian improvements between
			Cambourne and Cambridge, planned to
			secure wider benefits would also be
			required to serve this site. The segregated
			bus priority measure between the junction of
			the A428/A1303 and the M11 may affect the
			Greenbelt. If works were able to be carried
			out on line this might alleviate some of the adverse effects.
Townscape	Will it maintain and		GREEN = No impact (generally compatible,
- Cirriocapo	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		,
	character, including		Neutral impact (generally compatible, or
	through		capable of being made compatible with local
	appropriate design		townscape character). Assumptions for a

	and scale of	neutral impact include that appropriate
	development?	design and mitigation measures would be
		achieved through the development process.
Green Belt	What effect would the development of this site have on Green Belt purposes?	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.  GREEN = No impact or Minor positive impact on Green Belt purposes  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to
		secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites, features or areas of	such buildings, sites or features, and there is no impact to the setting
	historical,	is no impact to the setting
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and scheduled	Bus priority measures and cycling and
	monuments)?	pedestrian improvements between Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		American Cemetery, a registered park and
		garden. If works were able to be carried out
		on line or an alternative alignment this might
CLIMATE CHAI	NGE	alleviate the adverse effects.
Renewables	Will it support the	AMBER = Standard requirements for
Ronewabics	use of renewable	renewables would apply
	energy resources?	

	1	LB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		Development could create minor additional
Floral Dials	l:((fl	opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	carrier so appropriately addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
- p	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for
		new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	On alternatives
	for children and	On site provision assumed
Cuman e	teenagers?	AMDED. No Impost
Gypsy & Traveller	Will it provide for the	AMBER = No Impact
Travellel	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	1,450m from the centre of Cambourne
	centre?	(Broad Street), surrounded by a range of
		services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance	City Centre?	D . 000
Distance: GP	How far is the	R = >800m
Service	nearest health centre or GP	Assumed served by Existing Combourns
	service?	Assumed served by Existing Cambourne surgery
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	Table 1, management proposed,
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of benefit.
	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?	

		<b>.</b>
		New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable).
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,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
	100ai 00iiii00i	existing Cambourne centre.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
7 1000001011111	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
Lana	in the loss of	lo for employment development
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
	cripioyment land:	land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Junues	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	mugauon
		Major utilities infrastructure improvements
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	Dayslanment of this site is likely to require
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
		network.
		There is no spare mains water consoit:
		There is no spare mains water capacity
		within the distribution zone.

Γ		
		System reinforcement of the gas network is likely to be necessary to accommodate the development of this site.  Significant infrastructure upgrades to the sewerage network will be required to accommodate this proposal.
		UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.
		Potential for Cambourne VC to be expanded to accommodate the additional demand arising from a development of this scale.
Distance:	How far is the	G = <400 m
Primary School	nearest primary 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?	
		Site surrounds Cambourne Village College site
TRANSPORT		
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities alongside public transport improvements.
		The City Deal A428 public transport corridor
		scheme includes potential cycle
		improvements as part of the scheme
		(currently the subject of consultation),
		varying form off-road route options to more
		limited improvements such as cycle use of bus lanes. The City Deal programme
		includes the provision of a high quality cycle
		and pedestrian link between Cambourne
		and Cambridge, irrespective of whether this
		is provided through the A428 public transport scheme. Scored as amber, but
		potential for higher scores subject to the
		outcome of the City Deal scheme.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not all instances
	Transport (at edge of site)?	ali ilistatices
		TSCSC refers to services of at least 15

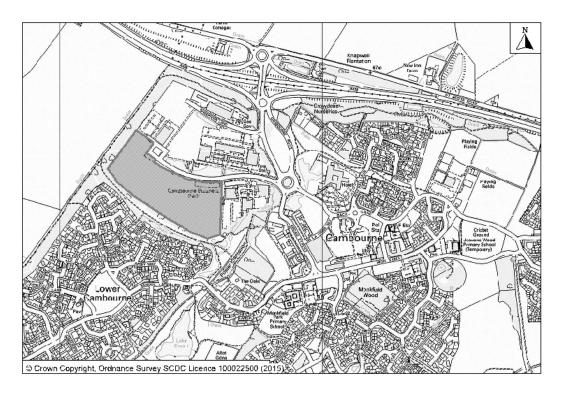
	1	
		minute frequency. Potential for improved
	<u> </u>	services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 16.
	consider access to	
	and quality of	UPDATE: Score changed from 13 to 16 to
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		·
station		UPDATE: Change from amber to dark
		green, consistent with other major sites.
		Development of this scale would require
		new dedicated bus routes through the site.
Frequency of		G = 20 minute frequency (4)
Public		
Transport		Citi 4 service - 20 minute service.
		A 15 minute frequency or better (this is
		identified in the TSCSC related to the A428
		corridor and sites in the submitted Local
		Plan).
Public		A = 31 to 40 minutes (3)
transport		
journey time to		37 minutes from bus stop to the centre of
City Centre		Cambridge (Lower Cambourne, Woodfield
Oity Contro		Lane to Cambridge, Emmanuel Street).
		Potential Journey time improvements
		identified by the A428 Cambourne to
		Cambridge Corridor Study could reduce
		journey time to below 30min, but it depends
		•
Distance for		on the option selected.
		A = 10km to 15 km (3)
cycling to City		11 22km ACE from the centre of the cite to
Centre		11.32km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market.
		R = >800m
Railway	from an existing or	
Station	proposed train	
Δ	station?	AAADED Leaviffelant 25 /
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?	Minor negative effects incapable of
		mitigation. Access constraints - the
		Highways Authority would not permit any
		accesses onto the A428 or Caxton Gibbet
		roundabout, and the roundabout to the
		south of the site on the A1198 would need
		to be modified. The promoter has indicated

		that vehicular access to the site would be from the A1198 and from Sheepfold Lane. Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.
		UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.
		Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network safer for public transport, walking or cycling facilities?	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.  UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures

include: an outer Park and Ride site, extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens
Road in Cambridge, and within and
between the new developments, bus priority
measures at the A428/A1198 roundabout,
cycling infrastructure including links to
Cambridge and measures to mitigate traffic
impacts on local villages

Site Information		
Development Sequence	Rural Centre	
Site reference number(s): SC303		
Consultation Reference numbers: H1 (I&O 2013 part 2)		

**Site name/address:** Land at Cambourne Business Park **Map:** 



**Site description**: The site is located within the Cambourne Business Park, and adjoins business uses to the north and east. The site adjoins Lower Cambourne to the south and open countryside to the west. The southern and western boundaries of the site are bordered by trees and footpaths / bridleways that form part of the landscaping buffer of the Cambourne development. The site is vacant grassed land.

Current use(s): The site consists of vacant grassed land.

Proposed use(s): New housing (approximately 230 dwellings) and employment.

Site size (ha): South Cambridgeshire: 7.33 ha

Potential residential capacity: 165 dwellings (30 dph)

LAND	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		AMBER = Minor loss of grade 1 and 2 land  Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small		

tod ==
ated or
ed
iir
quality
11, or
-1-1- (
able of
oouring
ercial
this
n but
ontrols.
t to an
. to an
ll .
11
quality.
that
control
50111101
f
s).
djacent
n or
species,
,
S.
а

	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		94
			Assumptions for a politral impact are that
	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		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110			
	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		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
LANDSCAPE	TOWNSCAPE AND C	III TIIRAI HI	development process.
	TOWNSCAPE AND C	ULTURAL HI	development process.  ERITAGE
LANDSCAPE, 1	Will it maintain and	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible,
	Will it maintain and enhance the	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with
	Will it maintain and enhance the diversity and	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
	Will it maintain and enhance the diversity and distinctiveness of landscape character?	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible,
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local impact (generally compatible).
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a
Landscape	Will it maintain and 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	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be
Townscape	Will it maintain and 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?	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
Landscape	Will it maintain and 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	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be

	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	development process.
	scheduled	
	monuments)?	
CLIMATE CHA		
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk.
1 lood Hiok	io one at nood not.	CREEN - 1 1000 Zone 17 low hor.
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed
ΗΙΙΜΑΝ ΗΕΔΙ	TH AND WELL BEING	damet be appropriately addressed
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Opon Opaco	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Neutral impact (existing features retained or
	орасо.	appropriate mitigation). Assumption is
		standard requirements for open space
		would apply.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	ONLER - CHAIT OF OFFICE PROVISION
Facilities	sports facilities?	0.5km ACF from centre of the site to Lower
. dominos	oporto idollidos:	Cambourne Green.
Distance: Play	l lavo famila tha	AMBER = 400 -800m
	I HOW far is the	
•	How far is the	AIVIDEN = 400 -800111
Facilities	nearest play space	
•	nearest play space for children and	554m ACF from centre of the site to Lower
Facilities	nearest play space for children and teenagers?	554m ACF from centre of the site to Lower Cambourne Green.
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for	554m ACF from centre of the site to Lower
Facilities	nearest play space for children and teenagers? Will it provide for the	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation	554m ACF from centre of the site to Lower Cambourne Green.
Facilities  Gypsy &	nearest play space for children and teenagers?  Will it provide for the accommodation needs of Gypsies	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and Travelling	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy & Traveller	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.
Facilities  Gypsy & Traveller  Distance:	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travelling Showpeople? How far is the site	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy & Traveller  Distance: District or	nearest play space for children and teenagers?  Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  How far is the site from the nearest	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.  A = 400 - 800m
Facilities  Gypsy & Traveller  Distance:	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travelling Showpeople? How far is the site	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.

r	T	re de la companya de
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance: GP	City Centre? How far is the	R = >800m
Service	nearest health	K = >000III
Service	centre or GP	585m ACF from centre of site to Monkfield
	service?	Medical Centre, Cambourne.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
- acinaloc	of key local	cauciaciony manganom propossay.
	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	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	No feetities to the contract of the State of
		No facilities lost, and no new facilities
		proposed directly as a result of the
Integration	How well would the	development.  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	create a new community.
	communities?	
ECONOMY	1	
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
5559	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	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	2 Olive AOF from a sector of all 10 O. Il
	employment	3.3km ACF from centre of site to South

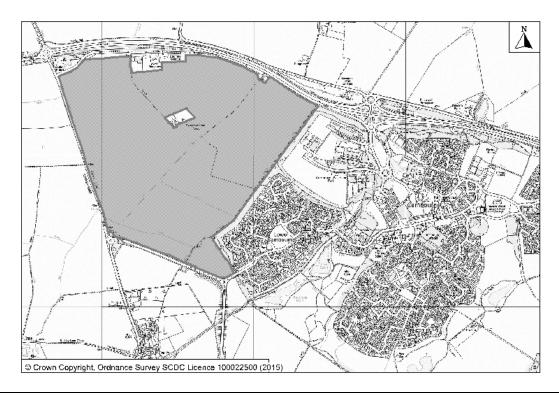
	t0	Completely achine 2004 (Completely
	centre?	Cambridgeshire 008A (Cambourne Business Park)
Employment -	Would	A = Some loss of employment land and job
Land	development result	opportunities mitigated by alternative
	in the loss of	allocation in the area (< 50%).
	employment land,	
	or deliver new	Development 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	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The mains water and sewerage systems will
	infrastructure and	need reinforcement to increase capacity.
	broadband?	• ,
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places.
, ,	capacity?	· ·
	, ,	Insufficient spare school capacity but
		potential for improvement to meet needs.
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	
School	school?	637m ACF from centre of site to Monkfield
		Park Primary School, Cambourne.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide new,
		0.5km ACF from centre of site to
		Cambourne Village College.
TRANSPORT	I	
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	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	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	2.12_11 Good to 10 Holli 1 official bolow
Score (SCDC)	been developed to	Total Score of 17
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus	.sar sinona solowi	GG = Within 400m (6)
stop / rail		(0)
otop / Tull	1	

station		174m to nearest bus stop ACF (Cambourne
		Business Park)
Frequency of		G = 20 minute frequency (4)
Public		
Transport		20 minute service (Citi 4)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		27 Minutes (Cambourne Business Park to
City Centre		Cambridge, Emmanuel Street)
Distance for		A = 10 km to  15  km  (3)
cycling to City		
Centre		11.36km ACF to St. Ives
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	11,611m ACF from centre of the site to St
	station?	Neots Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Minor negative effects incapable of
	available capacity?	mitigation. Capacity constraints - the A428
		corridor is seriously limited in capacity
		between the A1 and A1198. At present
		there is no realistic prospect of resolving
		this.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC239	

Consultation Reference numbers: 17 (I&O 2012)
Site name/address: Land west of Lower Cambourne

Мар:



**Site description:** The site lies to the west of Lower Cambourne and the Cambourne Business Park and adjoins the A1198 to the west and south, with open countryside beyond. The site adjoins the A428, two existing dwellings, a small-scale employment site, and a former restaurant site to the north, with open countryside beyond.

The site consists of a large area of open countryside surrounding Swansley Wood Farm, which is now a small-scale employment site. Hedges and ditches provide boundaries to the individual fields within the site. The western boundary includes sections of mature woodland that screen the site from the A1198. A belt of trees runs along the western section of the northern boundary that screens the site from the A428 and additional trees have been planted further along the northern boundary as part of the A428 improvements. These will provide some screening of the site in the future once the trees have matured.

Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured.

Current use(s): The majority of the site is currently in agricultural use as arable land.

**Proposed use(s):** Linked fourth village extension to the west of Cambourne for 2,250 dwellings planned around the new secondary school being promoted by Cambridgeshire County Council, with employment, local centre, health and community uses, and public open space.

Site size (ha): South Cambridgeshire: 150.88 ha.

## Potential residential capacity: 2,250 dwellings (30 dph)

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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 150 ha).
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?	GREEN = Minimal, no impact, reduced impact  Development unlikely to impact on air quality. Site lies in an area where air quality acceptable.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
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)?	AMBER = Adverse impacts capable of adequate mitigation  Development compatible with neighbouring uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation.
Contamination	Is there possible contamination on	GREEN = Site not within or adjacent to an area with a history of contamination

	the site?	
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation  Development unlikely to effect water quality.
	environment?	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	,	
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  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some
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)?	of the adverse effects.  GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links  Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
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 = Development could deliver significant new green infrastructure  Development would create minor opportunities for new Green Infrastructure.

	green		ew landscaping associated with
	infrastructure?		evelopment of this site will create access
			areas of open space within and on the
			dge of the development including designed
			reenways and connections to the existing
		gr	reen spaces in Cambourne.
LANDSCAPE,	TOWNSCAPE AND C	JLTURAL HERI	ITAGE
Landscape	Will it maintain and	A	MBER = negative impact on landscape
	enhance the	ch	haracter, incapable of mitigation.
	diversity and		
	distinctiveness of		linor negative impact (development
	landscape		onflicts with landscape character, minor
	character?		egative impacts incapable of mitigation) -
			evelopment of this site would be visible in
			nany long distant views, would reduce the
			ong countryside views into shorter ones,
			nd would bring the development at
			ambourne slightly closer to nearby
			llages, however it would be possible to
			evelop this site without significant harm to
			indscape character through new
		la	indscaping.
			us priority measures and cycling and
			edestrian improvements between
			ambourne and Cambridge, planned to
			ecure wider benefits would also be
			equired to serve this site. The segregated
			us priority measure between the junction of
			ne A428/A1303 and the M11 may affect the greenbelt. If works were able to be carried
			ut on line this might alleviate some of the
Townscano	Will it maintain and		dverse effects.  REEN = No impact (generally compatible,
Townscape	enhance the		r capable of being made compatible with
	diversity and		
	distinctiveness of		ocal townscape character, or provide minor
	townscape	III	nprovements)
	character, including	NI.	eutral impact (generally compatible, or
	through		apable of being made compatible with local
	appropriate design		ownscape character). Assumptions for a
	and scale of		eutral impact include that appropriate
	development?		esign and mitigation measures would be
	dovolopinont:		chieved through the development process.
		B	us priority measures and cycling and
			edestrian improvements between
			ambourne and Cambridge, planned to
			ecure wider benefits would also be
			equired to serve this site. The segregated
			us priority measure between the junction of
			ne A428/A1303 and the M11 may affect the
			reenbelt. If works were able to be carried
			ut on line this might alleviate some of the
	1	00	ut on line this might alleviate some of the

		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
Order Beit	the development of	impact on Green Belt purposes
	this site have on	impact on Orden Belt purposes
	Green Belt	Pue priority measures and evoling and
		Bus priority measures and cycling and
	purposes?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
3	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	13 no impact to the setting
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
		Archaeological potential will require further
	(including	• .
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	Bus priority measures and cycling and
	monuments)?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		American Cemetery, a registered park and
		garden. If works were able to be carried out
		on line or an alternative alignment this might
OLIMATE OLIM	NOF	alleviate the adverse effects.
CLIMATE CHAIR Renewables		AMPER - Standard requirements for
Kenewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	Development equilibries to select a different
		Development could create minor additional
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Florid Zone Alexadore de Company
		Flood Zone 1 and no drainage issues that
		 cannot be appropriately addressed.
	TH AND WELL BEING	CDEEN Agains as religions as all
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?	Development would create opportunities for new public open space.

	T		[ <del> : </del>
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		On site provision assumed
Distance: Play	How far is the		GREEN = <400m
Facilities	nearest play space		
	for children and		On site provision assumed
	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		0 = 2400111
Local Centre	District or Local		Assume provision of new local centre on
Local Certife			
	centre?		site.
			4.450m from the contract Contract
			1,450m from the centre of Cambourne
			(Broad Street), surrounded by a range of
			services and facilities.
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		
	centre or GP		Assumed served by Existing Cambourne
	service?		surgery
Key Local	Will it improve		AMBER = No impact on facilities (or
Facilities	quality and range		satisfactory mitigation proposed).
	of key local		
	services and		New local facilities or improved existing
	facilities including		facilities are proposed of benefit.
	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?	the state of the s	
	activities?		New local community facilities or improved
1	activities?		New local community facilities or improved
	activities?		existing facility is proposed of minor benefit
Integration			existing facility is proposed of minor benefit (and is viable and sustainable).
Integration	How well would the		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with
with Existing	How well would the development on		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to
_	How well would the development on the site integrate		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with
with Existing	How well would the development on the site integrate with existing		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to
with Existing	How well would the development on the site integrate		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to

Donation	Doop it addus	AMDED Not within an adjacent to the 4004
Deprivation (O-rather)	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
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of existing contres
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
		serve the needs of new residents and will
	of Cambridge, town, district and	
	-	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
		existing Cambourne centre.
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	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
		land west of Cambourne.
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	94
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	roquirod, but concitainte cum be addressed.
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
	broadbarid:	network.
		Hetwork.
		There is no spare mains water conscitu
		There is no spare mains water capacity
		within the distribution zone.
		Custom vainforcement of the second street
		System reinforcement of the gas network is
		likely to be necessary to accommodate the
		development of this site.
		Significant infrastructure upgrades to the
		sewerage network will be required to
		accommodate this proposal.

		LIDDATE: O'C. In C
		UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
2	capacity?	School capacity not sufficient, but significant
	Supusity.	issues can be adequately addressed.
		100000 barr be adequatery addressed.
		After allowing for curplus school places
		After allowing for surplus school places,
		development of this site would be likely to
		require an increase in primary and
		secondary school planned admission
		numbers, which may require an expansion
		of existing schools and/or the provision of
		new schools.
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?	p. c. (do (lott)
001001	3011001:	Site surrounds Cambourne Village College
		site
TRANSPORT		ાહ
	What type of avala	AMRED - Modium quality off road noth
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	T0000:1 //
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
		alongside public transport improvements.
		The City Deal A428 public transport corridor
		scheme includes potential cycle
		improvements as part of the scheme
		(currently the subject of consultation),
		varying form off-road route options to more
		limited improvements such as cycle use of
		bus lanes. The City Deal programme
		includes the provision of a high quality cycle
		and pedestrian link between Cambourne
		and Cambridge, irrespective of whether this
		is provided through the A428 public
		transport scheme. Scored as amber, but
		potential for higher scores subject to the
		outcome of the City Deal scheme.
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)?	
		TSCSC refers to services of at least 15
		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	0.12214 - 30010 10 10 110111 + GIRCHA DEIOW
Score (SCDC)	been developed to	Total score 13.
30016 (3000)	-	10(a) 50016 13.
	consider access to	LIDDATE. Cooks and dated forces 40 to 40 to
	and quality of	UPDATE: Score updated from 13 to 16 to

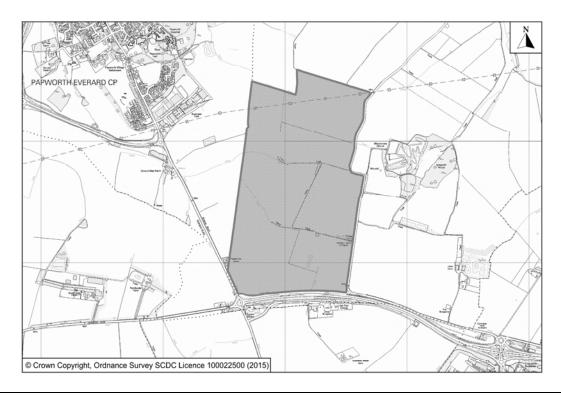
	public transport, and cycling. Scores determined by the four criteria below.	reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail		GG = Within 400m (6)
station		UPDATE: Change from Amber to Dark Green, consistent with other major sites. Development of this scale would require new dedicated bus routes through the site.
		(currently 880m to nearest bus stop from centre of site)
Frequency of Public		G = 20 minute frequency (4)
Transport		Citi 4 service - 20 minute service.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).
Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		35 minutes from bus stop to the centre of Cambridge (Lower Cambourne, Woodfield Lane to Cambridge, Emmanuel Street).
		Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study could reduce journey time to below 30min, but it depends on the option selected.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		11.23km 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
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?	Minor negative effects incapable of mitigation. Access constraints - the Highways Authority would not permit any accesses onto the A428 or Caxton Gibbet roundabout, and the roundabout to the south of the site on the A1198 would need to be modified. The promoter has indicated that vehicular access to the site would be from the A1198 and from Sheepfold Lane.

	T	<b>5</b> 1
		Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.
		UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.
		Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network safer for public transport, walking or cycling facilities?	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.
		UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures include: an outer Park and Ride site,

extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout,
cycling infrastructure including links to
Cambridge and measures to mitigate traffic
impacts on local villages

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC194		
Consultation Reference numbers:		
Site name/address: Land north of A428, Cambourne		

## Мар:



**Site description:** The site lies to the north of the A428, east of the A1198 and west of Brockley Road, Elsworth.

Fields adjoin it to the north and separate it from the A1198 to the west. Brockley Road, an unclassified road, bounds the site to the east and the A428 trunk road to the south. There is a hedgerow to the boundary with the A1198 that screens most views across the site from the east and a post-rail fence and hedgerow to the A428 to the south. This fencing also separates a cyclepath and tree planting along the northern edge of the A428. A motel and Chinese restaurant fronting A1198 adjoins the site at its south western edge.

The site consists of open countryside and incorporates Common Farm Cottages comprising two pairs of semi-detached houses accessed via a farm track off Brockley Road, Elsworth that lie perpendicular to the road. The land rises slightly towards A428 but is a relatively flat area with long distance views across it.

It is characterised by large open arable fields with few obvious field boundary markings, although there are some hedgerow trees to Brockley Road and ditches to some field boundaries. There are two wooded areas located beyond the cottages towards the northern part of the site – both are protected by Tree Preservation Orders.

Current use(s): The site consists of agricultural land and four dwellings.

**Proposed use(s):** Residential development with employment, retail, community uses and public open space.

Site size (ha): South Cambridgeshire: 164.11

Potential residential capacity: 2,626 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	Partly – the site includes 4 dwellings creating a very small area of previously developed 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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 160 ha.).  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
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  Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
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	RED = Significant adverse impacts
	Odour, light noise and vibration	incapable of appropriate mitigation
	problems if the site	Significant negative impacts to or as a result
	is developed, as a	of the development that are incapable of
	receptor or	mitigation. The site is close to Papworth
	generator(including	Business Park and the Motocross site, and
	compatibility with	offsite mitigation is likely to be required.
	neighbouring	Some possible noise and vibration from
	uses)?	A428 which should be possible to mitigate.
		A high voltage overhead electricity line runs
		through the middle of the site so there are
		possible electromagnetic fields concerns (EMFs).
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
	the site?	
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible enhance the quality	mitigation
	of the water	Development unlikely to effect water quality.
	environment?	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	1	LODEEN D
Designated	Will it conserve	
		GREEN = Does not contain, is not adjacent
Sites	protected species	to, designated for nature conservation or
	protected species and protect sites	to, designated for nature conservation or recognised as containing protected species
	protected species	to, designated for nature conservation or recognised as containing protected species or local area will be developed as
	protected species and protect sites designated for	to, designated for nature conservation or recognised as containing protected species
	protected species and protect sites designated for nature	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species
	protected species and protect sites designated for nature conservation interest, and geodiversity?	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site.
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site.
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some
	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be
Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)  Would development	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.  AMBER = Development would have a negative impact on existing features or
Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.  AMBER = Development would have a

	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Minor negative impact as loss of farmland and ditches that provide a habitat for water voles. Limited opportunities for habitat enhancement.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
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  One area of trees with Tree Preservation Orders that would need to be considered in any future proposals
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  Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
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.  Due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads and would be visible over very long distances. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape and would have a significant adverse effect on existing settlements and landmark buildings.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the
			Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.  GREEN = No impact (generally compatible,

	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	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the
	and scale of development	development process.
	development	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Green Belt	What effect would the development of	GREEN = No impact or Minor positive impact on Green Belt purposes
	this site have on Green Belt purposes?	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Heritage	Will it protect or enhance sites, features or areas of historical,	GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting
	archaeological, or cultural interest (including conservation areas, listed buildings,	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.
	registered parks and gardens and scheduled monuments)?	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might
CL INAATE OU	ANCE	on line or an alternative alignment this might alleviate some of the adverse effects.
CLIMATE CHA	ANGE	

Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable energy resources?	renewables would apply
	chergy resources:	Development could create minor additional
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
	TH 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	
	space?	Development would create minor
		opportunities for new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople?  How far is the site	GREEN = <400m
Distance. District or	from the nearest	GREEN = <400III
Local Centre	District or Local	Assumed provision of a local centre on site
Local Certife	centre?	Assumed provision of a local centre on site
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	
	centre or GP	2,198m ACF from centre of site to The
	service?	Surgery, Papworth Everard.
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	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	The development proposes employment,
	post offices, pubs	retail and community uses.
	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?	
		New local community facilities or improved
		existing facility is proposed of minor benefit
	11 11 114	(and is viable and sustainable).
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	Transfer to a series of the se
	communities?	It will be difficult to view this development as
		an extension of Cambourne given the
		separation by the A428, other roads and
FCONOMY		structural landscaping to the south.
ECONOMY Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Cambridge)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Multiple 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
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres.
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	
	employment	
Employment	centre? Would	G - No loss of ampleyment land / allegation
Employment - Land		G = No loss of employment land / allocation is for employment development
Lanu	development result in the loss of	i io ioi empioyment development 
	employment land,	Development would support minor
	or deliver new	additional employment opportunities.
	employment land?	additional omployment opportunities.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
J	level of investment	required but constraints capable of
	in key community	appropriate mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	, ,
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,

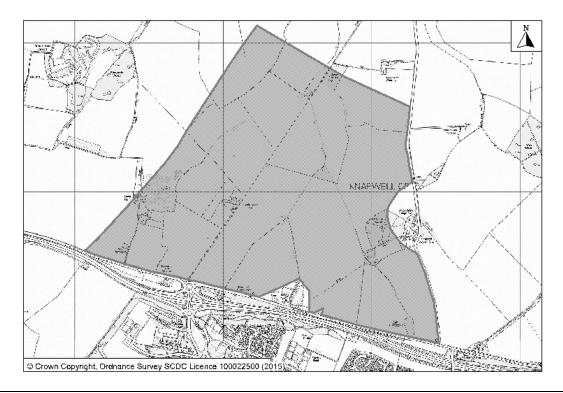
Education Capacity	Is there sufficient education capacity?	therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.  The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site. The sewerage network is approaching capacity.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance:	How far is the	G = <400m
Primary	nearest primary	0 = \400III
School	school?	Assumed provision on site
Distance:	How far is the	A = 1 to 3 km
Secondary School	nearest secondary school?	1.9km ACF from centre of site to Cambourne Village College.
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.  Uncertainty regarding how a stand alone site in this location would connect to proposed improvements on the A428 corridor.
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  Development of this scale would require new bus routes through the site, although uncertain how this would be achieved.
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 5-9 from 4 criteria below  Total score of 9
Distance: bus		A = Within 800m (3)
stop / rail		Development of the control of the co
station		Development of this scale would require

		new bus routes through the site, although uncertain how this would be achieved.
		(Currently 1,005m ACF from the centre of the site to the nearest bus stop (1 service).
		1,268m ACF from the centre of the site to the nearest bus stop (Citi 4 service))
Frequency of		G = 20 minute frequency (4)
Public Transport		New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.
		Potential for higher frequencies in combination with other sites, but uncertain how this would function.
		Location of site would add time penalty, abortive routing and extra costs to existing services.
		(Currently 1 service - 2 hour service, Citi 4 - Hourly service)
Public		RR = Greater than 50 minutes (0)
transport journey time to City Centre		1 service - 17 minutes from bus stop to the centre of St. Ives.
		Citi 4 service - 52 minutes from bus stop to the centre of Cambridge.
		Potential to achieve journey time benefits from City Deal A428 Corridor scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact in combination with other sites.
Distance for		R = 15k m to 20km (2)
cycling to City Centre		9.64km ACF from the centre of the site to St. Ives Market.
		15.09km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	10,344m ACF from centre of the site to St Neots Station.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.
<u> </u>		

	available capacity?	Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts  Poor access to services by walking, with potential to create walk and cycle routes to Cambourne constrained by severance impact of A428 dual carriageway. Potential for strategic cycle route to Cambridge (East – via Highfields and Coton) with suitable new and improved provision. Opportunity to strengthen bus services on corridor between Cambourne and Cambridge (Service 4) through appropriate enhancement of capacity, although location of site would add time penalty, abortive routing and extra costs to existing services.

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC265		
Consultation Reference numbers: N/A		
Site name/address: Land to the north of the A428, Cambourne		

Мар:



**Site description:** The site lies north of the Old St Neots road and west of Knapwell Road. The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

**Proposed use(s):** New village or linked village extension to Cambourne for up to around 2,500 dwellings with employment, education, leisure and retail uses.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 2,500 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	The site includes 2 farm complexes creating a very small area of previously developed 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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 270 ha).  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
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 Development could impact on air quality, with minor negative impacts incapable of mitigation.  The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to
AQMA	Is the site within or near to an AQMA, the M11 or the	secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.  GREEN = >1,000m of an AQMA, M11, or A14
	A14?	

I		
Pollution	Are there potential	RED = Significant adverse impacts
	Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring	Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to commercial and industrial units and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.
	uses)?	
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	GREEN = No impact / Capable of full mitigation
	of the water environment?	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		 
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  Minor negative impact on protected sites and species. The site is adjacent to Knapwell Roadside Verge CWS and Knapwell Wood CWS. Brockley End Meadow CWS lies 540m to the west of the site. Elsworth Wood SSSI lies approximately 530m to the west of the site.  Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
Biodiversity	Would development reduce habitat fragmentation, enhance	of the adverse effects.  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	Minor negative impact as loss of farmland and severance of hedgerows. Some opportunities for habitat enhancement.

	to achieve		Segregated bus priority measure between
	Biodiversity Action		the junction of the A428/A1303 and the
	Plan targets, and		M11, planned to secure wider benefits as
	maintain		well as this site, may affect ancient
	connectivity		woodland and BAP priority habitats. If works
	between green		were able to be carried out on line this might
	infrastructure)?		alleviate some of the adverse effects.
TPO	Are there trees on		AMBER = Any adverse impact on protected
11 0	site or immediately		trees capable of appropriate mitigation
	adjacent protected		trees eapable or appropriate mitigation
	by a Tree		There are a considerable number of trees
	Preservation Order		with Tree Preservation Orders within the
Croon	(TPO)?		site area, including Knapwell Wood.
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		Development would create minor
	green		opportunities for new Green Infrastructure.
	infrastructure?		New landscaping associated with
			development of this site will create access
			to areas of open space within and on the
			edge of the development.
LANDSCAPE,	<b>TOWNSCAPE AND C</b>	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		Significant negative impact (development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of
			mitigation) - due to its elevation and open
			character, development on this site would
			form a new built skyline when viewed from
			local villages and roads. The scale of the
			development and types of buildings
			proposed would be very difficult to integrate
			into the local landscape. The deeply rural
			• • • •
			approach to Knapwell would be urbanised
			and the village itself completely dominated
			by the development, and the detailed and
			layered landscape to the north of the site
			would become obscured by the
			development.
			Bus priority measures and cycling and
			pedestrian improvements between
	i .		Cambourne and Cambridge, planned to
			secure wider benefits would also be
			secure wider benefits would also be
			secure wider benefits would also be required to serve this site. The segregated
			secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of
			secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of

		adverse effects.
Townscape	Will it maintain and	GREEN = No impact (generally compatible,
10wiiscape	enhance the	or capable of being made compatible with
	diversity and	local townscape character, or provide minor
	distinctiveness of	improvements)
	townscape	Noutral impact (ganarally compatible, or
	character, including	Neutral impact (generally compatible, or
	through	capable of being made compatible with local
	appropriate design	townscape character). Assumptions for a
	and scale of	neutral impact include that appropriate
	development?	design and mitigation measures would be
		achieved through the development process.
		Bus priority measures and cycling and
		pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	Bus priority measures and cycling and
	purposes?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
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	
	cultural interest	Neutral impact (existing features retained,
	(including	or appropriate mitigation possible). The site
	conservation	will have an impact on the setting of the
	areas, listed	listed buildings at New Inn Farm.
	buildings,	
	registered parks	Archaeological potential will require further
	and gardens and	information but the assumption for a neutral
	scheduled	impact is that it is likely appropriate
	monuments)?	mitigation can be achieved through the
CLIMATE CLIA	NCE	development process.
CLIMATE CHA		 AMPED - Standard requirements for
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply

	energy resources?		
	energy resources:		Development could create minor additional
			opportunities for renewable energy.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			Flood Zone 1 and no drainage issues that
			cannot be appropriately addressed.
HUMAN HEALT	TH 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		
	space?		Development would create minor
			opportunities for new public open space.
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		Assumed provision on site.
Distance: Play Facilities	How far is the		GREEN = <400m
racililles	nearest play space for children and		Assumed provision on-site
	teenagers?		Assumed provision on-site
Gypsy &	Will it provide for		AMBER = No Impact
Traveller	the		7 (VIDER = No Impact
Travollor	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400 m
District or	from the nearest		
Local Centre	District or Local		Centre point of site beyond 1,000m of
	centre?		nearest existing centre.
			Now local control developed as now of site
Diotopoo City	How far is the site		New local centre developed as part of site.  R = >800m
Distance: City Centre	from edge of		K = >000111
Centre	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		R = >800m
Service	nearest health		
	centre or GP		Assumed served by existing site at
	service?		Cambourne.
			1,462m ACF from centre of site to Monkfield
			Medical Centre, Cambourne.
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		Now local facilities or improved eviction
	facilities including		New local facilities or improved existing facilities are proposed of significant benefit.
	health, education and leisure (shops,		The development proposes employment,
	post offices, pubs		retail and leisure uses.
	etc?)		Total and folders associ
	J.O. <i>j</i>		

Community Facilities  Integration with Existing Communities	Will it encourage and enable engagement in community activities?  How well would the development on the site integrate with existing communities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible  New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable)  RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses  It will be difficult to view this development an extension of Cambourne given the separation by the A428, other roads and structural landscaping to the south.
ECONOMY	1	2
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 assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other 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  Development would support minor additional employment opportunities.
Utilities	Will it improve the level of investment in key community services and infrastructure, including	AMBER = Significant upgrades likely to be required but constraints capable of appropriate mitigation  Major utilities infrastructure improvements required, but constraints can be addressed.
	communications	roganica, but constraints can be audiessed.

	infrastructure and broadband?	Development of this site is not supportable from the existing electricity network,
		therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.
		The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site.
		The sewerage network is approaching capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
	capacity:	School capacity not sufficient, but significant issues can be adequately addressed.
Distance:	How far is the	G =<400m
Primary School	nearest primary school?	Assume provision on site
Distance: Secondary	How far is the nearest secondary	A =1 to 3 km
School	school?	Potential to provide new secondary school, or be served by existing Cambourne site, depending whether this development would take place in combination with others.
		1.9km ACF from centre of site to Cambourne Village College
TRANSPORT		Camboame vinage conoge
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling improvements, ranging from cycle use of new bus lanes to cycling facilities alongside offline routes. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. Potential for connection with wider A428 corridor improvements.
		The City Deal A428 public transport corridor scheme includes potential cycle

HQPT	Is there High Quality Public Transport (at edge of site)?	improvements as part of the scheme, varying form off-road route options to more limited improvements. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme.  AMBER = service meets requirements of high quality public transport in most but not all instances
		Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to	Total score 16.
00010 (0020)	consider access to	10101 30010 10.
	and quality of	UPDATE: (Score changed from Amber to
	public transport, and cycling. Scores	Green to reflect revised score for Distance: bus stop / rail station.
	determined by the	bus stop / fall station.
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		00 = Witimi 400m (0)
station		UPDATE: Score changed from Amber to Dark Green.
		Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.
		(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) ()).
Frequency of		G = 20 minute frequency (4)
Public Transport		UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local

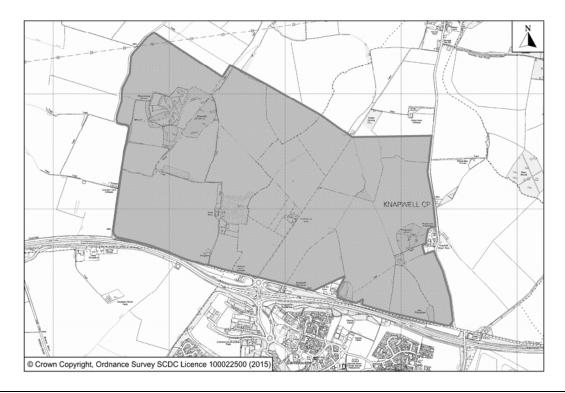
		Dion
		Plan).
		(Currently Citi 4 - 20 minute Frequency (+))
Public		A = 31 to 40 minutes (3)
transport		7 ( = 0 ) to 10 minutes (0)
journey time to		35 minutes from bus stop to the centre of
City Centre		Cambridge.
		UPDATE: Potential to achieve journey time
		benefits from City Deal A428 scheme, but
		uncertainty how this would relate to the
		existing village or other potential developments with regard to journey time
		from this site or impact on other sites.
Distance for		A = 10km to 15 km (3)
cycling to City		(3)
Centre		10.21km ACF from the centre of the site to
		St. Ives Market.
		40.001 4.05 ( 11 1 1 1 1 1 1 1
		12.68km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market.  R = >800m
Railway	from an existing or	N = >000111
Station	proposed train	12,634m ACF from centre of the site to St
	station?	Neots Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Development would have a direct impact on
	available capacity?	A428 with potential capacity issues at
		the Cambourne Junction and on the corridor
		between Cambridge and St. Neots /
		Bedford, particularly junctions at either end
		of this section.
		LIDDATE: A 400 Courter to Blackerstin
		UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy:
		Investment Plan - Department for Transport
		(December 2014)
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	There are opportunities to encourage more
	transport, walking	sustainable transport links both on and off
	or cycling facilities?	site. Provision or contribution from this site
		would result in minor improvement to public transport, walking or cycling facilities.
		transport, waiking or cycling lacillites.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC265 REVISED	DEVELOPER PROPOSAL
Consultation Deference numbers NI/A	

Consultation Reference numbers: N/A

Site name/address: Land to the north of the A428, Cambourne

Map:



**Site description:** Larger site than SC265, includes land between Knapwell Road and Brockley Road, north of the old St.Neots Road.

The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

**Proposed use(s):** Promoters propose 3,500 homes that integrate with Cambourne using new footbath / cycleway links over the A428, employment, retail, leisure and community facilities accessible from Cambourne that complement existing facilities and services. A network of green routes with access to landscaped parkland.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 3,500 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	The site includes 2 farm complexes creating a very small area of previously developed 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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
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 Development could impact on air quality, with minor negative impacts incapable of mitigation.  The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA,	GREEN = >1,000m of an AQMA, M11, or A14

	the M11 or the	
	A14?	
Pollution	Are there potential	RED = Significant adverse impacts
	Odour, light noise and vibration problems if the site is developed, as a	Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to commercial
	receptor or generator (including compatibility with neighbouring	and industrial units and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.
	uses)?	UPDATE 2016: The promoter proposes to relocate the motocross as part of the proposals for the site; this would improve the score from Red to Amber (Adverse impacts capable of adequate mitigation).
Contamination	Is there possible contamination on	GREEN = Site not within or adjacent to an area with a history of contamination
Water	the site? Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	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	•	
Designated Sites	Will it conserve protected species and protect sites designated for nature	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
	conservation interest, and geodiversity? (Including International and locally designated sites)	Minor negative impact on protected sites and species. The site is adjacent to Knapwell Roadside Verge CWS and Knapwell Wood CWS. Brockley End Meadow CWS lies 540m to the west of the site. Elsworth Wood SSSI lies approximately 530m to the west of the site.
		Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
Biodiversity	Would development	AMBER = Development would have a negative impact on existing features or

	reduce habitat fragmentation, enhance		network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping		Minor negative impact as loss of farmland and severance of hedgerows. Some opportunities for habitat enhancement.
	to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
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 a considerable number of trees with Tree Preservation Orders within the site area, including Knapwell Wood.
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		(Score changed from Amber to Green)
	green infrastructure?		With the larger site, proposer suggests delivery of a network of green routes with access to landscaped parkland. Retain and enhance Elsworth Wood SSSI & RSPB Farm. Creation of a web of new multifunctional Green Infrastructure, including a country park.
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	, ,
Landscape  Landscape	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.  Significant negative impact (development conflicts with landscape character, with significant negative impacts incapable of mitigation) - due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape. The deeply rural approach to Knapwell would be urbanised and the village itself completely dominated by the development, and the detailed and layered landscape to the north of the site would become obscured by the development.

	1	
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	townscape character, including through appropriate design and scale of development?	Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Green Belt	What effect would the development of this site have on	GREEN = No impact or Minor positive impact on Green Belt purposes
	Green Belt purposes?	Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Heritage	Will it protect or enhance sites, features or areas of	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative
	historical, archaeological, or cultural interest (including conservation	impacts capable of appropriate mitigation  Neutral impact (existing features retained, or appropriate mitigation possible). The site will have an impact on the setting of the

	areas, listed buildings, registered parks and gardens and scheduled monuments)?		listed buildings at New Inn Farm. 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.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might
			alleviate the adverse effects.
Renewables	NGE Will it support the		AMBER = Standard requirements for
131131131131	use of renewable energy resources?		renewables would apply
			Development could create minor additional opportunities for renewable energy.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	H AND WELL BEING	;	The second secon
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  Development would create minor opportunities for new public open space.
Distance: Outdoor Sport	How far is the nearest outdoor		GREEN =<1km
Facilities	sports facilities?		Assumed provision on site.
Distance: Play	How far is the		GREEN =<400m
Facilities	nearest play space for children and teenagers?		Assumed provision on-site
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  Centre point of site beyond 1000m of nearest existing centre.

		New local centre developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400 m
Service	nearest health	
	centre or GP	Existing site at Cambourne over 800m
	service?	Promoter proposes medical facilities on-site,
		Would result in a green score.
		LIDDATE Occur show and form Dedice
		UPDATE: Score changed from Red to
Kay Lagal	M/III it importante	Green to reflect on-site provision.
Key Local Facilities	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range of key local	existing facilities are proposed of significant benefit
	services and	Deficit
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	The development proposes employment,
	post offices, pubs	retail and leisure uses.
	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 possible
	community	
	activities?	New local community facilities or improved
		existing facility is proposed of minor benefit
Integration	How well would the	(and is viable and sustainable
Integration with Existing	development on	RED = Limited scope for integration with existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
Communico	with existing	ooparated by Norr redicertifal faria adde
	communities?	It will be difficult to view this development an
		extension of Cambourne given the
		separation by the A428, other roads and
		structural landscaping to the south.
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,	-
	supporting the	The assumption is that any additional retail

	vitality and vialette	proposed will only be of a sufficient and the
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres.
	local centres?	ODEEN ALL III III III III
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,	Promoter proposes a range of employment
	or deliver new	uses, including 'start-up/incubator' units;
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required but constraints capable of
	in key community	appropriate mitigation
	services and	· · · · · · · · · · · · · · · · · · ·
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	roquirod, sur concilainte curi se addi ecce.
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,
	broadbarid:	therefore significant reinforcement and new
		l – – – – – – – – – – – – – – – – – – –
		network required. There is insufficient spare
		capacity within the distribution zone to
		supply the total number of proposed
		properties which could arise if all the
		SHLAA sites with the zone were to be
		developed.
		The WwTW is operating close to capacity
		and therefore has limited capacity to
		accommodate this site.
		The sewerage network is approaching
		capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	11 1 7 3
		School capacity not sufficient, but significant
		issues can be adequately addressed.
Distance	Hamile O	' '
Distance:	How far is the	G = <400m
Primary	nearest primary	A
School	school?	Assume provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Potential to provide new secondary school,
		or be served by existing Cambourne site,
		depending whether this development would
		take place in combination with others.
		Promoter proposes new secondary school
		on-site.
L	L	J.,

TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	The same quanty on room pann
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
		alongside public transport improvements.
		The Madingley Road / A428 Cambourne to
		Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal
		Scheme identifies potential for cycling
		improvements, ranging from cycle use of
		new bus lanes to cycling facilities alongside
		offline routes. Scored as amber, but
		potential for higher scores subject to the
		outcome of the City Deal scheme.  Potential for connection with wider A428
		corridor improvements.
		Ensuring adequate access to Cambourne
		town centre would be a key issue that would
		need to be addressed, given the potential severance effect of the A428.
		Severance effect of the A+20.
		The City Deal A428 public transport corridor
		scheme includes potential cycle
		improvements as part of the scheme,
		varying form off-road route options to more limited improvements. The City Deal
		programme includes the provision of a high
		quality cycle and pedestrian link between
		Cambourne and Cambridge, irrespective of
		whether this is provided through the A428
LIODT	lo though Ligh	public transport scheme.
HQPT	Is there High Quality Public	AMBER = service meets requirements of high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
		Potential for higher frequencies in
		combination with other sites, but uncertainty
		how this would relate to the existing village
		or other potential developments with regard to frequency from this site or impact on
		other sites.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score 16
	consider access to and quality of	UPDATE: Score changed from Amber to
	public transport,	Green to reflect revised score for Distance:
	and cycling. Scores	bus stop / rail station.
	determined by the	- r
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		

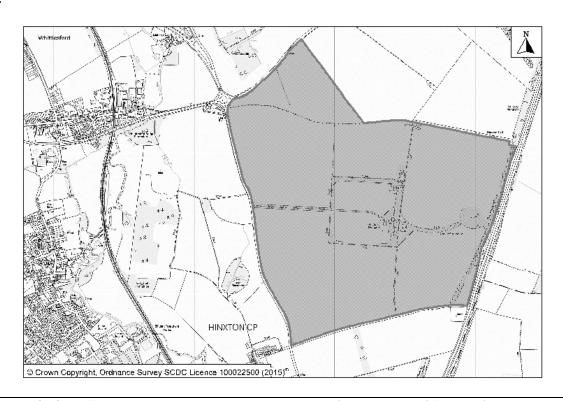
	1	
station		UPDATE: Score changed from Amber to Dark Green
		Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.
		(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) ()).
Frequency of		G = 20 minute frequency (4)
Public Transport		UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).
		(Currently Citi 4 - 20 minute Frequency (+))
Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		35 minutes from bus stop to the centre of Cambridge.
		UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		10.21km ACF from the centre of the site to St. Ives Market.
		12.68km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	12,634m ACF from centre of the site to St Neots Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the highway network,	Negative effects capable of appropriate mitigation.
	where there is	_
	available capacity?	Development would have a direct impact on

		A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.  UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact
		on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single
		carriageway section between St Neots and Caxton Gibbet.
		Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section
		106 will be identified based on the appraisal of the Transport Assessment for the site
		and will need to take account and facilitate
		the delivery of schemes identified through the City Deal Programme for the A428 and
		Madingley Road corridors.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network safer for public	There are opportunities to encourage more
	transport, walking	sustainable transport links both on and off
	or cycling facilities?	site. Provision or contribution from this site
		would result in minor improvement to public
		transport, walking or cycling facilities.

	Site Information	
	Development Sequence	New Settlement
Site reference number(s): SC 248		
Consultation Reference numbers: N/A		

Site name/address: Hanley Grange, east of A1301 and west of A11

Мар:



**Site description:** The site comprises a very large area of land south of Pampisford, contained between the A1301 and A11 roads. The site is situated to the west of Duxford and immediately to the north west of Hinxton.

The land is largely in agricultural use although Hinxton Grange with it's associated buildings, are situated in the middle of the site. An avenue of trees leads from the A1301 to Hinxton Grange and ornamental tree planting is also associated with the Grange's designed park-like landscape setting. The disused railway line that follows the line of the A11 at the upper part of the site is now occupied by a narrow plantation woodland. However, the remainder of the site is very open, particularly to long distance views to the north-west; with the site visible from as far away as Magog Down.

**Current use(s):** The site is predominantly in agricultural use, with some buildings in the centre of the site associated with Hinxton Grange.

**Proposed use(s):** Hanley Grange new settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space.

Site size (ha): South Cambridgeshire: 264.56 ha.

Potential residential capacity: 5,000 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	Only a very small part of the site, at Hinxton

	developed land?	Grange in the centre of this very large site, is previously developed 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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 264 ha.)
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	<u>'</u>
Air Quality	Would the development of the sites result in an adverse	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts
	impact/worsening of air quality?	Development could impact on air quality, with minor negative impacts incapable of mitigation - the proposal is of a significant size and close to busy road infrastructures. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality. Air quality would not give reason for objection although extensive and detailed air quality assessments will be required to assess the impact of such a development at preapplication stage.
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  Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. Development should be compatible with neighbouring uses - the west of the site is bounded by and runs parallel to the A1301 and a mainline railway to east. However residential use is likely to be acceptable with careful noise mitigation SCDC has had pre-application discussions with the Genome Campus regarding proposals for 2 medium to large wind turbines on land immediately to the south. These uses may be incompatible and in conflict and it is uncertain whether mitigation

	1	
		measures on the proposed development site alone can provide an acceptable ambient noise environment.
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 has the potential to affect water quality as the site is within Groundwater Source Protection Zones 1, 2 and 3. In the absence of detailed information, the assumptions for a minor negative / neutral impact are that the site is large enough to avoid incompatible development in Zone 1 and/or appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
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  Minor negative impact on protected sites and species incapable of mitigation. Bush Park, River Cam and Shelford-Haverhill Disused Railway – Pampisford / Great Abington County Wildlife Sites lie approximately 750m to 2km from the site. Groundwater and spring flows to nearby wetland SSSI (Sawston Hall Meadows, Dernford Fen, Thriplow Peat Holes, Thriplow Meadows, Fowlmere Watercress Beds). Development will place additional pressure on an overstretched system. Surface run-off and pollution into the River Cam would reduce water quality, and provide pathways for eutrophication of aquatic and riparian habitats as well as SSSI. The river and surrounding land supports a wide range of protected species and it is likely that the standard suite of Cambridgeshire protected species will be present. The chalk substrate in the area is quite a hotspot for scarce arable plants, and a prime location for enhancement to encourage stone curlew back into Cambridgeshire. Several natural environment constraints which would

		1	
			require further survey and investigation.
			However, with an appropriate scale of
			development and careful design it should be
			possible to mitigate these impacts.
Biodiversity	Would development		AMBER = Development would have a
	reduce habitat		negative impact on existing features or
	fragmentation,		network links but capable of appropriate
	enhance		mitigation
	native species, and		
	help deliver habitat		Minor Negative Impact (Existing features
	restoration (helping		unlikely to be retained in their entirety,
	to achieve		impacts cannot be fully mitigated) -
	Biodiversity Action		Development could result in fragmentation
	Plan targets, and		of a large area of grassland in the centre of
	maintain connectivity		site but the site is lacking in hedgerows and
	between green		trees, which are located in one part of the
	infrastructure)?		site, therefore there is potential for
			mitigation and habitat enhancement across
			the whole site.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		any protostou mose
	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		Development would create minor
	infrastructure?		opportunities for new Green Infrastructure.
			However, given the location of the site,
			constrained by major roads on most sides,
			and the distance of this site from nearby
			villages, this may only serve new residents.
LANDSCAPE.	TOWNSCAPE AND CU	LTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		magadon mododioo poodibio.
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
	onaraotor:		significant negative impacts incapable of
			mitigation) - The form, scale and character
			of the proposal is likely to be at odds with
			the local landscape, overwhelming the
			small-scale river valley landscape. Through
			careful planning, phasing and design
			mitigation measures can be incorporated
			into the site's design to reduce the visual
			impact of the development. However,
			mitigation of a large-scale development
			would be very difficult. The additional
	1		infrastructure required to connect the

		proposed development would add further
		damage.
Townscape	Will it maintain and	RED = Significant negative impact on
	enhance the	townscape character, no satisfactory
	diversity and distinctiveness of	mitigation measures possible.
	townscape	Significant Negative Impact (Development
	character, including	conflicts with townscape character, with
	through	significant negative impacts incapable of
	appropriate design	mitigation) - The form, scale and character
	and scale of	of the proposal is likely to be at odds with
	development?	the local landscape and settlement pattern,
		overwhelming the local village character
		and small-scale river valley landscape. Through careful planning, phasing and
		design mitigation measures can be
		incorporated into the site's design to reduce
		the visual impact of the development.
		However, mitigation of a large-scale
		development would be very difficult. The
		additional infrastructure required to connect
		the proposed development would add
Green Belt	What effect would	further damage.  GREEN = No impact or Minor positive
GICCH BOIL	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
	enhance sites, features or areas of	within the setting of such sites, buildings and features, with potential for negative
	historical,	impacts capable of appropriate mitigation
	archaeological, or	and a special of the
	cultural interest	Minor Negative Impact on historic Assets
	(including	(incapable of satisfactory mitigation) – site
	conservation	forms an important part of the setting of
	areas, listed	three Conservation Areas, one Grade II* and a number of Grade II Listed Buildings,
	buildings, registered parks	two Scheduled Monuments and contains
	and gardens and	significant archaeology potential. Several
	scheduled	historic environment constraints and
	monuments)?	significant sites and settings potentially
		compromised. The need to preserve the
		setting of numerous historic features and
		areas imposes constraints on the development. However, with an appropriate
		scale of development and careful design it
		should be possible to mitigate these
		impacts. Significant archaeological interest
		is likely and will need early assessment.
CLIMATE CHAI	1	DADICOREN D
Renewables	Will it support the	DARK GREEN = Development would create
	use of renewable energy resources?	significant additional opportunities for renewable energy.
	Lenergy resources?	renewable energy.

Flood Risk	Is site at flood risk?	Development of a new settlement of 5,000 would create major / minor additional opportunities for renewable energy, depending upon viability.  GREEN = Flood Zone 1 / low risk
	LI AND WELL DEING	
	TH AND WELL BEING	LODEEN
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?	Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development.
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km
Facilities	sports facilities?	Assumed provision on site.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space for children and teenagers?	Assumed provision on site.
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 Local Centre	from the nearest District or Local centre?	Centre point of site beyond 1,000m of nearest existing centre.
		Assume new centres developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of defined Cambridge City Centre?	
Distance: GP Service	How far is the nearest health centre or GP	G = <400m Assume provision on-site
	service?	
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	services and facilities including health, education and leisure (shops, post offices, pubs etc?)	New facilities or improved existing facilities are proposed of minor benefit. New settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space. The assumption is that due to the location of

		the site, it is of limited benefit many existing
		residents in nearby villages.
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?	'
		New facilities or improved existing facilities
		are proposed of minor benefit. New
		settlement comprising 5,000 dwellings,
		employment, retail, community uses,
		commercial uses and public open space.
		The assumption is that due to the location of
		the site, it is of limited benefit many existing
Into avotion	Llow well would the	residents in nearby villages.
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	T	
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
0	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,	assumption is that any retail proposed will
	town, district and	only be of a suitable scale to serve needs of
	local centres?	new residents and will not impact on other
	local contros:	centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
Accessionity	employment	employment or is for another non-residential
	centre?	. ,
Employment	Would	DAPK CREEN - Dovolopment would
Employment - Land		DARK GREEN= Development would
Lanu	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	Davidana antique del como antique 199
	or deliver new	Development would support additional
1.141144	employment land?	employment opportunities.
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	minganon
	infrastructure, including	Major utilities Infrastructure improvements required, but constraints can be addressed.
	communications infrastructure and broadband?	Electricity is not supportable from existing network.
		There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed.
		Gas would require significant Medium Pressure reinforcement.
		Significant infrastructure upgrades will be required to the WWTW and sewerage network.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed through on-site provision.
Distance:	How far is the	G = <400m
Primary	nearest primary	0 = (400111
School	school?	Assume 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 routes are accessible near to the site?	AMBER = Medium quality off-road path. Existing routes form Granta Park to Cambridge.
	the site:	Would require a significant level of transport infrastructure to encourage more sustainable transport links. A route for such a link is unknown at this stage.
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
	or site)!	If the improvements below were achieved.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 17
	consider access to	
	and quality of public transport,	UPDATE: Score changed from 14 to 17 - revised for consistency with other major
L	pasiis tiarisport,	10 11000 for consistency with other major

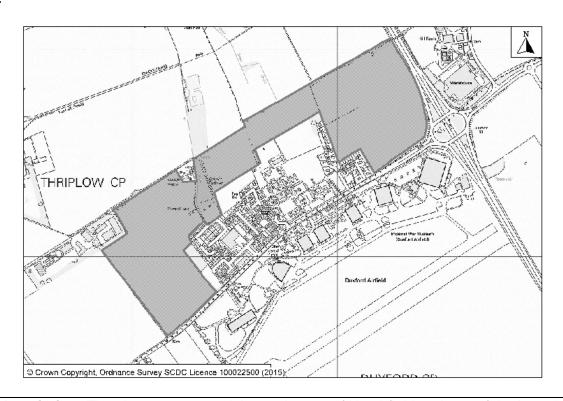
	and cycling. Scores	sites with new public transport provision)
	determined by the	
	four criteria below.	
Distance: bus stop / rail		GG = Within 400m (6)
station		UPDATE: New settlement would require
		dedicated public transport provision through
		the site.
		Currently 1,240m ACF from the centre of
		the site to the nearest bus stop (Citi 7).
Frequency of		G = 20 minute frequency (4)
Public		S = 20 minute frequency (1)
Transport		New settlement would have at least a 20
Transport		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
Public		•
transport		G = 21 to 30 minutes (4)
journey time to		20 Minutes from Hipyton Pus stop to
•		29 Minutes from Hinxton Bus stop to
City Centre		Cambridge.
		Promotor indicated notantial to extended
		Promoter indicated potential to extended
		guided bus network, which could reduce
Distance (en		journey time, but impact unknown.
Distance for		A = 10km to 15 km (3)
cycling to City		O OOLyna AOE frank tha acceting of the aits to
Centre		8.86km ACF from the centre of the site to
		Saffron Walden Market.
		12 Octobro ACE from the control of the cite to
		12.98km ACF from the centre of the site to
D: (	11 6 2 41 26	Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	4.000 4.144 4.104 4.
Station	proposed train	1,926m to Whittlesford Station.
	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?	No capacity constraints identified that
		cannot be addressed, would result in minor
		improvement in highway capacity or
		improve highway access. The development
		will only be acceptable to the Highways
		Agency if development is as self contained
		as possible to minimise impact on the SRN
		<ul> <li>a less sustainable proposal could result in</li> </ul>
		substantial impacts on these routes. The
		local highway authority would expect
		provision of at least two accesses, possibly
		three, which should be possible, alongside
		upgrade to the A1301 / A505 roundabout.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	·	

safer for public	
transport, walking	Would result in significant improvement to
or cycling facilities?	public transport, walking or cycling facilities.
	The development will only be acceptable to
	the Highways Agency if development is as
	self contained as possible to minimise
	impact on the SRN. The Highway Authority
	will require new development to provide or
	contribute to the provision of a significant
	level of new 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	
	Development Sequence	New Settlement
Site reference number(s): SC251		
	Consultation Reference numbers: N/A	

Site name/address: Land at Heathfield (north of Duxford Airfield)

Мар:



**Site description:** The site wraps around the settlement of Heathfield and part of the Imperial War Museum (IWM) complex to the north of the A505 and west of the M11. To the north and west of the site and east beyond the M11 is open countryside. The IWM north of the A505 is not accessible to the public and consists of the former Officers Mess and associated buildings. The mess is now redundant and other buildings are being used for a mixture of uses including offices and storage of museum archives.

The site comprises of a number of arable fields.

Current use(s): Agricultural land

**Proposed use(s):** A new community of 450-550 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 60.11 ha.

Potential residential capacity: 962 dwellings (40dph)

LAND	LAND		
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead		RED = Significant loss (20 ha or more) of grades 1 and 2 land

	1	
	to the loss of the best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - Whole site is Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral	GREEN = Site is not within an allocated or safeguarded area.
	reserves?	Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact
POLLUTION	l	The same of the sa
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 Development could impact on air quality, with minor negative impacts incapable of mitigation.  Despite this proposal not being adjacent to an Air Quality Management Area, it is 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 for air quality
AQMA	Is the site within or near to an AQMA, the M11 or the	assessment and a low emission strategy.  RED = Within or adjacent to an AQMA, M11 or A14
Pollution	A14?  Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	9m ACF from edge of site to M11.  RED = Significant adverse impacts incapable of appropriate mitigation  Development compatible with some neighbouring uses. Concerns at noise from M11 which forms the eastern boundary of the site and from A505. Residential only acceptable if high level of mitigation. Also odour from sewage treatment works and safeguarding area within Minerals and Waste LDF would impact on what parts of site could be developed. Environmental Health concerned about allocating site noise and odour constraints must be further investigated. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.
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)
· · · · · · · · · · · · · · · · · · ·		 · · · · · · · · · · · · · · · · · · ·

Г	1	
		Site is adjacent to military land and also sewage works. Would need investigation. Potential for minor benefits through remediation of minor contamination.
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. The site is partly within Groundwater Source Protection Zone 1 but majority in Zone 2 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater,
BIODIVERSITY		ODEEN Description 1 1 1
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	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)?	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. Greatest impact likely to result through indirect actions such as human disturbance of woodland and loss of feeding areas for bats through habitat change as grassland is lost or light pollution affects previously dark areas.
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,	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation

	through dolivery of		Noutral impact (existing features ratained
	through delivery of and access to		Neutral impact (existing features retained, or appropriate mitigation possible).
	green		
	infrastructure?		Assumptions for a neutral impact include
	iiiiiasiiuciuie:		that appropriate design and mitigation
			measures would be achieved through the
			-
I VNDSCVDE .	TOWNSCAPE AND C	III TIIDAI LII	development process.
Landscape	Will it maintain and	OLI OKAL III	GREEN = No impact (generally compatible,
Landscape	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Neutral impact (generally compatible, or
	Character:		capable of being made compatible with local
			landscape character). Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be
			achieved through the development process.
Townscape	Will it maintain and		RED = Significant negative impact on
	enhance the		townscape character, incapable of
	diversity and		mitigation.
	distinctiveness of		g
	townscape		The scale of the development would greatly
	character, including		impact on small village of Heathfield, and
	through		the townscape of Duxford airfield (from
	appropriate design		SHLAA).
	and scale of		ŕ
	development?		
Green Belt	What effect would		AMBER = negative impact on Green Belt
	the development of		purposes
	this site have on		
	Green Belt		
	purposes?		
Heritage	Will it protect or		RED = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for significant
	historical,		negative impacts incapable of appropriate
	archaeological, or		mitigation
	cultural interest		Cignificant Nagativa Impact on historia
	(including		Significant Negative Impact on historic
	conservation		Assets (incapable of satisfactory mitigation)
	areas, listed		- Development of the site would significantly
1			impact on the setting of Duxford Airfield
	buildings,		Conservation Area with its collection of
	registered parks		Conservation Area with its collection of
	registered parks and gardens and		listed buildings. Archaeological potential will
	registered parks and gardens and scheduled		listed buildings. Archaeological potential will require further information but it is likely
	registered parks and gardens and		listed buildings. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved
CLIMATE CHA	registered parks and gardens and scheduled monuments)?		listed buildings. Archaeological potential will require further information but it is likely
CLIMATE CHA Renewables	registered parks and gardens and scheduled monuments)?		listed buildings. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process.
	registered parks and gardens and scheduled monuments)?		listed buildings. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved
	registered parks and gardens and scheduled monuments)?  NGE Will it support the		listed buildings. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process.  GREEN = Development would create

		Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	TH AND WELL BEING	carrier se appropriatory addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Span Spans	quantity and quality of publically accessible open	provision to adopted plan standards is provided onsite
	space?	Development would create minor opportunities for new public open space
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	On aita nyayiaian aagumad
Facilities	sports facilities?  How far is the	On site provision assumed  GREEN = <400m
Distance: Play Facilities	nearest play space	GREEN = <400111
1 acmites	for children and teenagers?	On site provision assumed
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople?  How far is the site	A =400 - 800m
District or	from the nearest	A =400 - 800111
Local Centre	District or Local centre?	Centre point of site beyond 1,000m of nearest existing centre.
		Majority of site would be within 800m of any new local centre developed as part of site.
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	0.700 1.05 (
	centre or GP service?	3,762m ACF from centre of site to Sawston Medical Centre.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local services and	Now facilities or improved existing facilities
	facilities including	New facilities or improved existing facilities are proposed of minor benefit. Promoter has
	health, education	indicated that the settlement will be a mixed
	and leisure (shops,	use sustainable community.
	post offices, pubs	ass sastamasis community.
	etc?)	

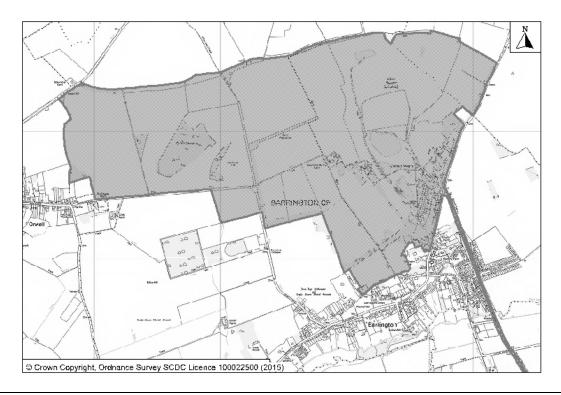
Community Facilities  Integration with Existing	Will it encourage and enable engagement in community activities?  How well would the development on	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible  New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable.  AMBER = Adequate scope for integration with existing communities
Communities	the site integrate with existing communities?	
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  Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.
Employment - Accessibility	How far is the nearest main employment centre?	RED = >3km  5.9km ACF from centre of site to South Cambridgeshire 017D (Babraham Research Campus & Wellcome Trust Genome Campus)
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  Development would support minor additional employment opportunities. It is proposed that the new settlement be a mixed use community therefore this would mitigate the loss of employment as a result of developing the airfield site.
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in kov opraviniti	mitigation
	in key community services and	mitigation
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	supply the number of proposed properties which could arise if all the SHLAA sites
		within the zone were to be developed. The
		sewage network is at capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	, ,
		School capacity not sufficient, but
		significant issues be adequately addressed
Distance:	How far is the	R = >800m
Primary	nearest primary	
School	school?	1,517m ACF from centre of site to Thriplow
		Primary School.
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	4.3km ACF from centre of site to Sawston
301001	SCHOOLS	Village College.
TRANSPORT		village cellege.
Cycle Routes	What type of cycle	DARK RED = no cycling provision and
	routes are	traffic speeds >30mph with high vehicular
	accessible near to	traffic volume.
LIODT	the site?	DED. Oracina dana antiquatible
HQPT	Is there High	RED = Service does not meet the
	Quality Public Transport (at edge	requirements of a high quality public transport (HQPT)
	of site)?	transport (rigi 1)
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 10
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores determined by the	
	four criteria below.	
	Todi ontona bolow.	
Distance: bus		A = Within 800m (3)
stop / rail		` ,
station		New settlement would require new bus
		stops which would mostly fall within 800m of
		the site.
		857m ACF from the centre of the site to the
		nearest bus stop.
Frequency of		G = 20 minute frequency (4)
. Augustion of		2 23 1111111111111111111111111111111111

Public		
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		<b>'</b>
		Hourly Service
Public		RR= Greater than 50 minutes (0)
transport		
journey time to		55 Minutes from Cambridge
City Centre		
Distance for		A = 10km to 15 km (3)
cycling to City		44.40
Centre		11.48km ACF from the centre of the site to
		Royston Market.
		11.96km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	11 - 7000111
_		2.964m ACF from centre of site to
	station?	Whittlesford Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	
		l
	available capacity?	·
		·
Nan Oa	\A/''   '(	
		AMBER = No impacts
raciilles		The Highway Authority will require now
		l
	or cycling facilities?	
		· ·
		·
1		facilities.
Station	proposed train station?  Will it provide safe access to the	GREEN = No capacity / access constraints identified that cannot be fully mitigated  No capacity constraints identified, safe access can be achieved. The promoter has stated that the development would result in increased bus service.  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

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC261		
Consultation Reference numbers: N/A		
Site name/address: Land at Barrington Quarry		





**Site description:** The site is north of Barrington. The eastern part of the site is a former quarry site, which has been extensively worked until 2008. It is currently going through a programme of restoration. The remainder of the site is farmland apart from a thin strip of land that follows the rail way line from the quarry which links to the main line railway to the south.

Current use(s): Quarry and Cement Works - Ceased 2008 / remainder of site is farmland

**Proposed use(s):** Residential-led mixed use development of up to 3,250 dwellings with supporting infrastructure and community facilities.

Site size (ha): South Cambridgeshire: 404.99 ha.

Potential residential capacity: 3,250 dwellings as proposed by the promoter (40 dph)

LAND	LAND			
PDL	Would		AMBER = Partially on PDL	
	development make		·	
	use of previously		Approximately a third of the site is a former	
	developed		quarry and cement works - this is previously	
	land?		developed land / the rest is farmland	
Agricultural	Would		RED = Significant loss (20 ha or more) of	
Land	development lead		grades 1 and 2 land	
	to the loss of the			
	best and most		Significant loss (20 hectares or more) of	
	versatile		best and most versatile agricultural land	

	T-		
	agricultural land?	site is C through chalk is	s 1 and 2) - Majority of very large Grade 2 but a belt of Grade 3 runs the middle of the site where the underlying.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	within a	R = Site or a significant part of it falls in allocated or safeguarded area, oment would have minor negative
		Mineral would h identifie for chal Around waste o site is a	s within a designated area in the s and Waste LDF, development have minor negative impacts on ed Minerals Reserves. Site allocation is a discount to existing quarry area. existing quarry and allocation is a consultation area. A quarter of the a safeguarding area for chalk in the is and Waste LDF.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse	pollution	R = Site lies near source of air n, or development could impact on lity adverse impacts.
	impact/worsening of air quality?	with mit mitigation adjacer Area, it there is and state air qual this local	pment could impact on air quality, nor negative impacts incapable of on. Despite this proposal not being at to an Air Quality Management is of a significant size and therefore, a potential for an increase in traffic tic emissions that could affect local lity. More information is required for ation, particularly details for air assessment and a low emission y.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		N = >1,000m of an AQMA, M11, or
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)?	Develop neighbor adjoining entertain very lar residen concern nearby residen Some not traffic not residen residen residen residen residen	R = Adverse impacts capable of the mitigation  pment compatible with some puring uses. Concerns at noise from the property of

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)
		Eastern part of site is a former quarry and
		also has a number of areas of filled land.
		The whole site would therefore require
		investigation. This could be dealt with by
		condition. Potential for minor benefits
Motor	Mill it protect and	through remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	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	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	Minor negative impact on protected sites
	geodiversity?	and species incapable of mitigation. A
	(Including	quarter of the site is an SSSI for geological
	International and	importance. Could be significant but given
	locally designated	overal size of site could design to mitigate
	sites)	damage to SSSI. Promoters indicate that
	,	they would work with Natural England and
		University of Cambridge and Natural History
		Museum to protect future of SSSI.
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	inagadon
	native species, and	Minor Negative Impact (Existing features
	help deliver habitat	unlikely to be retained in their entirety,
	restoration (helping	impacts cannot be fully mitigated) Some
	to achieve	mitigation will be achieved through the
	Biodiversity Action	development process. Greatest impact likely
	Plan targets, and	to be upon woodland habitats through
	maintain	disturbance and general change of use from
	connectivity	unmanaged to amenity. Many groups of
	between green	trees and mature hedgerows would need to
	infrastructure)?	be retained within design. Extensive loss of
	minastructure):	arable farmland.
TPO	Are there trees on	GREEN = Site does not contain or adjoin
''	site or immediately	any protected trees
	Jake of infillediately	any protoctod 11000

	T	1	
Green	adjacent protected by a Tree Preservation Order (TPO)?		No TPO's present on the proposed area however there are significant hedges and blocks of woodland that need to be retained using current best practice and guidance unless detailed tree surveys prove otherwise.
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?		Development would create minor opportunities for new Green Infrastructure. Promoters have mentioned that a new country park would be included in the development of the site.
	TOWNSCAPE AND C	<u>ULTURAL HI</u>	
Landscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.
	landscape character?		Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - the site is prominently located on edge of Barrington. Development of this site would be very intrusive. Huge views are available to the north, east and south of the site. It is a dramatic landscape, and deeply rural in character.
Townscape	Will it maintain and enhance the		AMBER = negative impact on townscape character, incapable of mitigation.
	diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation). All local villages would be totally dominated by the scale of the development. Barrington and Orwell could become physically linked.
Green Belt	What effect would the development of this site have on		GREEN = No impact or Minor positive impact on Green Belt purposes
	Green Belt purposes?		The site is not within the Green Belt, but the GB extends along its northern and eastern boundary.
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		Significant Negative Impact on historic Assets (incapable of satisfactory mitigation)

areas, listed buildings, registered parks and gardens and scheduled monuments)?    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.    Will it support the use of renewable energy resources?		1	
registered parks and gardens and scheduled monuments)?  Renewables   Will it support the use of renewable energy resources?   GREEN = Development would create additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options    Flood Risk   Is site at flood risk?   GREEN = Flood Zone 1 /low risk    Flood Risk   Is site at flood risk?   GREEN = Development would create in opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options    Flood Risk   Is site at flood risk?   GREEN = Flood Zone 1 /low risk    Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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 space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:   How far is the nearest outdoor sports facilities?   GREEN = <a href="#">Alw far is the nearest outdoor sports facilities? Ploy facilities? Provision assumed   GREEN = <a href="#">AMBER = No Impact</a>  AMBER = No Impact</a>		areas, listed	- Setting of four conservation areas would
and gardens and scheduled monuments)?  Barrington Conservation Area.  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 CHANGE  Renewables  Will it is upport the use of renewable energy resources?  Brenewables  Brenewables  Will it is lightly appropriate additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy opions  Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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 space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  How far is the nearest outdoor sports facilities?  Distance: Play Facilities  Distance: Play Facilities  GREEN = Alkm  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  Traveller  AMBER = No Impact  Archaeological potential will required mitigation. All the sacking many provision assumed  AMBER = No Impact  Archaeological potential will required mitigation. All the site is the site in formation and the in a common and informal recreation facilities to serve the southern and western part of the district.  On site provision assumed  AMBER = No Impact		<b>O</b> .	
scheduled monuments)?  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 CHANGE  Renewables  Will it support the use of renewable energy resources?  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  GREEN = Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  GREEN = Flood Zone 1 / low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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 space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Distance: How far is the nearest outdoor sports facilities?  Distance: Play Facilities?  GREEN = <a href="Text-align">Text-align</a> GREEN = <a href="Text-align">Text-align</a> GREEN = <a href="Text-align">Text-align</a> GREEN = <a href="Text-align">Text-align</a> AMBER = No Impact  AMBER = No Impact			
monuments)?  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 CHANGE  Renewables  Will it support the use of renewable energy resources?  Bread additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy.  A new settlement of this scale would be expected to include many additional renewable energy options  GREEN = Flood Zone 1 /low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Open Space  How far is the nearest outdoor sport facilities?  Distance: Play Facilities  GREEN = <1km  GREEN = <400m or onsite provision  on site provision assumed  GREEN = <400m or onsite provision  AMBER = No Impact  AMBER = No Impact		•	Barrington Conservation Area.
information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.    CLIMATE CHANGE		scheduled	
Impact is that it is likely appropriate mitigation can be achieved through the development process.    CLIMATE CHANGE		monuments)?	Archaeological potential will require further
CLIMATE CHANGE  Renewables  Will it support the use of renewable energy resources?  Development would create minor additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  GREEN = Flood Zone 1 / low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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 of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities? Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <1km  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact			information but the assumption for a neutral
CLIMATE CHANGE  Renewables  Will it support the use of renewable energy resources?  Development would create minor additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy.  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  GREEN = Flood Zone 1 / low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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 of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities? Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <1km  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact			impact is that it is likely appropriate
CLIMATE CHANGE			
CLIMATE CHANGE   Renewables   Will it support the use of renewable energy resources?   GREEN = Development would create additional opportunities for renewable energy.   Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options   GREEN = Flood Zone 1 / low risk   Flood Zone 2 / low risk   Flood Zone 1 / low risk   Flood Zone 2 / low risk   Flood Zone 2 / low ris			, ,
use of renewable energy resources?  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Distance: How far is the nearest outdoor sport Facilities  Pacilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact	CLIMATE CHA	NGE	
use of renewable energy resources?  Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Distance: How far is the nearest outdoor sport Facilities  Pacilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact	Renewables	Will it support the	GREEN = Development would create
energy resources?    Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options   Flood Risk   Is site at flood risk?   GREEN = Flood Zone 1 / low risk			
Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: How far is the nearest outdoor sports facilities on earest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site R = >800m			• •
opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk		driergy recourses.	chorgy.
opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options  Flood Risk Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities  Distance: How far is the nearest outdoor sports facilities? On site provision assumed  Distance: Play How far is the nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travelling Showpeople?  Distance: How far is the site  R = >800m			Development would create minor additional
settlement of this scale would be expected to include many additional renewable energy options  Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities? Distance: Play Facilities Pacilities Facilities  On site provision assumed  GREEN = <400m or onsite provision On site provision assumed  GREEN = No Impact  AMBER = No Impact  AMBER = No Impact			
Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities  Distance: Play How far is the nearest outdoor sports facilities? Distance: Play How far is the nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travellers and Travellers and Travellers and Travellers and Travelling Showpeople?  Distance: How far is the site  R = >800m			
Flood Risk  Is site at flood risk?  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <1km  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact			
Flood Risk  Is site at flood risk?  GREEN = Flood Zone 1 / low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact			
Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <100 m or onsite provision  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact	Flood Diok	lo aita at flood rial(2)	
cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  Facilities  On site provision assumed  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact	Flood Risk	is site at 11000 fisk?	GREEN = Flood Zone 1 / low risk
cannot be appropriately addressed. Very small part of site is within flood zone 2.  HUMAN HEALTH 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.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  Facilities  On site provision assumed  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact			Flood Zono 4 and no drainage issues that
HUMAN HEALTH AND WELL BEING  Open Space  Will it increase the quantity and quality of publically accessible open space?  Development would deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities Distance: Play Facilities Pacilities Facilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact			
Dark Green   Dar			
Open Space  Will it increase the quantity and quality of publically accessible open space?  Development would deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Distance:  Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Distance: How far is the some accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  Dark GREEN = Development would celiver significantly enhanced provision few public open spaces in excess of adopted plan standards.  Development would deliver significantly enhanced provision few public open spaces in excess of adopted plan standards.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open spaces in excess of adopted plan standards.  Development would deliver significant new public open space Promoter has indicated that a country park would be delivered with formal and indicated that a country park would be delivered with formal and indicated that a country park would be delivered with formal and indicated that a country park would be provided that a country park would be provided that a country park would be provided to access of adopted plan standards.		<u> </u>	small part of site is within flood zone 2.
quantity and quality of publically accessible open space?  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities Distance: Play Facilities Pistance: Play Facilities  Distance: Outdoor Sport facilities?  Distance: On site provision assumed  GREEN = <1km  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Facilities  Distance: How far is the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  R = >800m			DADY OBEEN D. I
of publically accessible open space?  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:  Outdoor Sport nearest outdoor sports facilities?  Distance: Play Facilities  Distance: Play Facilities  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travelling Showpeople?  Distance: How far is the site  R = >800m	Open Space		
accessible open space?  Spaces in excess of adopted plan standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: How far is the nearest outdoor sports facilities?  Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Distance: How far is the site  Distance: How far is the site			
space?  standards.  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities Distance: Play Facilities Distance: Play Facilities  Distance: Play Facilities  On site provision assumed  GREEN = <1km  On site provision assumed  GREEN = <400m or onsite provision  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Distance: How far is the site  R = >800m			
Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport nearest outdoor sports facilities? Distance: Play Facilities Distance: Play How far is the nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travelling Showpeople?  Distance: How far is the site  Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  GREEN = <1km  On site provision assumed  On site provision assumed  AMBER = No Impact			
public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance:		space?	standards.
public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: How far is the nearest outdoor sport Facilities Distance: Play Facilities Play Facilities  Green = <1km  On site provision assumed  Green = <400m or onsite provision  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Distance: How far is the site  R = >800m			
that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Mow far is the nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  R = >800m			
formal and informal recreation facilities to serve the southern and western part of the district.  Distance: Outdoor Sport Facilities Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  for children and teenagers?  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact			
Serve the southern and western part of the district.			
Distance: Outdoor Sport Facilities Distance: Play Facilities Pacilities Pacilities Pacilities Play Facilities On site provision assumed On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Traveller  AMBER = No Impact  Facilities Play Facilitie			
Distance: Outdoor Sport Facilities Distance: Play Facilities Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  How far is the nearest outdoor Sports facilities?  On site provision assumed  On site provision assumed  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Travelling Showpeople?  Distance:  Dist			serve the southern and western part of the
Outdoor Sport Facilities  Distance: Play Facilities  Distance: Play Facilities  Distance: Play Facilities  Facilities  On site provision assumed  GREEN = <400m or onsite provision  On site provision  On site provision  On site provision  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  Traveller  Distance:  How far is the site  R = >800m			
Facilities sports facilities?  Distance: Play How far is the nearest play space for children and teenagers?  Gypsy & Will it provide for Traveller the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site CREEN = <400m or onsite provision  GREEN = <400m or onsite provision  AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  R = >800m			GREEN = <1km
Distance: Play Facilities  How far is the nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the graph of the nearest play space for children and teenagers?  GREEN = <400m or onsite provision  AMBER = No Impact  AMBER = No Impact  R = >800m	Outdoor Sport		
Facilities  nearest play space for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance:  No site provision assumed  AMBER = No Impact  AMBER = No Impact  R = >800m	Facilities		On site provision assumed
for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  On site provision assumed  AMBER = No Impact  AMBER = No Impact  R = >800m	Distance: Play	How far is the	GREEN = <400m or onsite provision
for children and teenagers?  Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  On site provision assumed  AMBER = No Impact  AMBER = No Impact  R = >800m	Facilities	nearest play space	·
Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site  Will it provide for AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  R = >800m			On site provision assumed
Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance: How far is the site AMBER = No Impact  AMBER = No Impact  AMBER = No Impact  R = No Impact  AMBER = No Impact  R = No Impact  R = No Impact  R = No Impact  R = No Impact		teenagers?	
Traveller  the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  Distance:  R = >800m	Gypsy &		AMBER = No Impact
needs of Gypsies and Travellers and Travelling Showpeople?  Distance: R = >800m		-	·
and Travellers and Travelling Showpeople?  Distance: R = >800m		accommodation	
and Travellers and Travelling Showpeople?  Distance: R = >800m		needs of Gypsies	
Travelling Showpeople?  Distance: How far is the site R = >800m			
Showpeople?  Distance: How far is the site R = >800m			
Distance: How far is the site R = >800m		•	
	Distance:		R = >800m

	1	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Assumed new network of centres would be
		required to serve a new settlement.
Distance: City	How far is the site	R = 800 m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	On site provision assumed
	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	Solione
	facilities including	New facilities or improved existing facilities
	health, education	are proposed of minor benefit. Promoter has
	and leisure (shops,	indicated that the settlement will be a
	post offices, pubs	sustainable new development and also that
	etc?)	it will be providing facilities for those that live
	eic!)	
Community	Mill it angurage	in close proximity to the new community.
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?	
		New local community / village hall or
		improved existing facility is proposed of
		minor benefit (and is viable and
		sustainable). The promoter has indicated
		that the new settlement will be sustainable
		community providing for the day to day
		needs of the residents.
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		
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	1
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	-	
Channing	Cambridge?	CDEEN - No offect or would give a with a
Shopping	Will it protect the	GREEN = No effect or would support the

		1	
	shopping hierarchy,		vitality and viability of existing centres
	supporting the		Development would have no effect on
	vitality and viability		vitality or viability of existing centres. The
	of Cambridge,		new settlement is proposed as being a self
	town, district and		sufficient sustainable community.
	local centres?		,
Employment -	How far is the		RED = >3km
Accessibility	nearest main		
	employment		8.3km ACF from centre of site to Cambridge
	centre?		007D (West Cambridge)
Employment -	Would		A = Some loss of employment land and job
Land	development result		opportunities mitigated by alternative
	in the loss of		allocation in the area (< 50%).
	employment land,		Davidana anti-vallel bava a main an na anti-va
	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. The existing quarry and cement works
			are no longer in commercial use however
			the Minerals and Waste LDF has retained
			an allocation for chalk within the site and
			therefore the quarry could at a future date
			become operational again. Development of
			the site would prevent this.
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 utilitiaa Infrastruatura improvemente
	infrastructure, including		Major utilities Infrastructure improvements required, but constraints can be addressed.
	communications		required, but constraints can be addressed.
	infrastructure and		There is insufficient spare mains water
	broadband?		capacity within the distribution zone to
			supply the number of proposed properties
			which could arise if all the SHLAA sites
			within the zone were to be developed.
			The sewage network is limited capacity.
			The electricity supply to be development
			could not be supported from existing
			network.
Education	Is there sufficient		AMBER = School capacity not sufficient,
Capacity	education		constraints can be appropriately mitigated
' '	capacity?		
			School capacity not sufficient, but significant
			issues be adequately addressed
Distance:	How far is the		G = <400m
Primary	nearest primary		
School	school?		On Site provision assumed
Distance:	How far is the		G = Within 1km (or site large enough to
Secondary School	nearest secondary school?		provide new)
3611001	3011001!		

		On Site provision assumed
TRANSPORT		
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	Would require a significant level of transport infrastructure to encourage more sustainable transport links. Routes for such links are unknown at this stage.
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
		If the improvements below were achieved
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria
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.	Total score of 14
Distance: bus		0 = Within 800m (3)
stop / rail station		New settlement would require new bus stops which would mostly fall within 800m of the site.
		1,277m ACF from the centre of the site to the nearest bus stop (75 service).
Frequency of Public		G = 20 minute frequency (4)
Transport		New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.
		Less than hourly service.
Public transport		G = 21 to 30 minutes (4)
journey time to City Centre		30 minutes from bus stop to the centre of Cambridge.
Distance for cycling to City		A = 10km to 15 km (3)
Centre		10.03km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	2,814m ACF from centre of the site to Shepreth Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the highway network,	identified that cannot be fully mitigated
	where there is available capacity?	No capacity constraints identified, safe access can be achieved however local

		traffic management measures would be required to mitigate the impact of development traffic upon local communities.
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. The promoter has stated that the transport strategy will include a fast, frequent and direct public transport connection to Cambridge. Currently limited bus service and highway Authority has stated that it would be difficult to incorporate into existing networks.