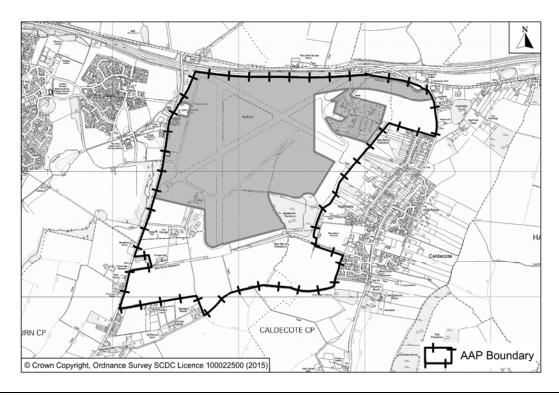
Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC057 & 238		
Consultation Reference numbers: 5 (I&O 2012)		

Map:

Site name/address: Bourn Airfield, Bourn



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 best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of 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 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 problems if the site is developed, as a receptor or generator (including compatibility with neighbouring	AMBER = Adverse impacts capable of adequate mitigation Noise issues - Environmental Health 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

		,
Contamination	uses)?	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	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	· · · · · · · · · · · · · · · · · · ·	
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	Adjoins Bucket Hill Plantation County Wildlife Site.
Diadhuarsitu	International and locally designated sites)	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	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

maintain airfield strips. Great crested new known to be in the vicinity and m	
connectivity known to be in the vicinity and m	rts are
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between green adversely affected.	-
infrastructure))?	
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the junction of the A428/A1303 a	
M11, planned to secure wider be	
well as this site, may affect ancie	
woodland and BAP priority habit	
were able to be carried out on lir	ne this might
alleviate the adverse effects.	
TPO Are there trees on AMBER = Any adverse impact of	n protected
site or immediately trees capable of appropriate miti	•
adjacent protected	igation
by a Tree TPO present in hedge lines thro	ughout tho
Preservation Order site with a significant woodland i	n the south
(TPO)? east boundary (just off site).	
Green Will it improve GREEN = Development could d	
Infrastructure access to wildlife significant new green infrastruct	
and green spaces, Opportunities for new green infra	astructure
through delivery of within the wider AAP area.	
and access to	
green	
infrastructure?	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE	
Landscape Will it maintain and GREEN = No impact (generally	compatible
enhance the or capable of being made compa	
diversity and local landscape character, or pro	ovide minor
distinctiveness of improvements)	
landscape	
character? Assumptions for a neutral impact	
Assumptions for a neutral impact	t include
that appropriate design and mitig	
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	dayalanmant2	
	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 this site have on Green Belt purposes?	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 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.
Renewables	1	GREEN - Davidonment would greate
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 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	
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	
Diotomas: CD	City Centre?	C 400m
Distance: GP	How far is the	G = <400m
Service	nearest health	Assumed provinien on site
	centre or GP	Assumed provision on site
Vov. Loss!	service?	CDEEN. Now local to silition on improved
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 sottlement therefore would expect to
	facilities including	New settlement therefore would expect to
	health, education	be self sufficient and sustainable. Promoter
	and leisure (shops,	has indicated that the settlement will be a
	post offices, pubs etc?)	mixed use sustainable community.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
า สบแนชอ	and chable	the 1000 of any community facilities of

	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 self sufficient
		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.
Communico	with existing	ordate a new community.
	communities?	
FOONOMY	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
	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,	new settlement is proposed as being a self
	town, district and	sufficient sustainable community.
	local centres?	Sufficient sustainable confinitionity.
Francis una cint		CDEEN
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	DARK GREEN= Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	
	or deliver new	It is proposed that the new settlement be a
	employment land?	mixed-use community therefore this would
	employment land?	
		mitigate the loss of employment as a result
		of developing the airfield site. In addition the
		adjoining industrial site is proposed to be
		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
	level of investment	required, constraints capable of appropriate
L	1.3.3.3.3.111.0001110110	. 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1

	in key community	mitigation
	services and	
	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
	broadbarid:	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?	
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 flew)
Scriooi	SCHOOL:	Assumed new secondary school provision
TRANCRORT		on-site.
TRANSPORT	M/la at true a laf avial a	ANADED Madisses esselling of sead south
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	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.
		The City Deal A428 public transport corridor
		scheme includes bus priority and bus
		infrastructure improvements to improve
		journey time reliability (currently the subject
	1	jeanies tine reliability (currently the subject

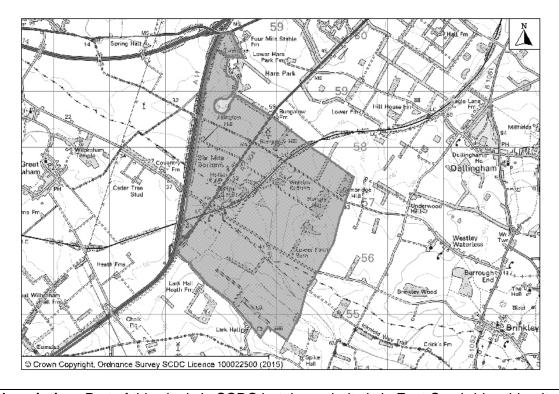
		 of conquitation)
Occation 1.1	0	of consultation).
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to	GREEN = Score 15-19 from 4 criteria below Total score of 17
	consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: 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 transport		G = 21 to 30 minutes (4)
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		A = 10km to 15 km (3)
cycling to City Centre		10.81km 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?	12,221m ACF from centre of the site to Shepreth Station.
Access	Will it provide safe access to the highway network,	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.

	1	
	where there is 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
		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	GREEN = Significant improvements to public transport, cycling, walking facilities
i aciiilics	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. 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 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
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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 developed land?	No previously developed land other than residential properties and farm buildings.
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) - majority of site is classified as Grade 3, with some Grade 2.
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, Minor negative impacts 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 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. 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
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	provision of a Low Emissions Strategy. RED = Within or adjacent to an AQMA, M11 or A14 394m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse Impacts capable of adequate mitigation Parts of the site will be subject to significant levels of noise from traffic on the A11 to the west and from train operation through the middle of the site. A noise assessment will be required to quantify noise impacts and consider noise attenuation measures. Residential could be acceptable with a high level of mitigation: combination of

		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,		positive impact by enhancing existing features and adding new features or network links
TPO	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? Are there trees on site or immediately adjacent protected by a Tree Preservation Order		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. GREEN = Site does not contain or adjoin any protected trees
	(TPO)?		
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.
I VNDSCVDE	TOWNSCAPE AND C	III TIIDAI HI	FRITAGE
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.
			The site has two distinct areas, first a 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.
Townscape	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)

	development?	
Green Belt	What effect would	GREEN = No impact or Minor positive
G. GG. 1. 2 G. 1.	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	RED = Site contains, is adjacent to, or
, and the second	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	
	(including	Listed Buildings – Not within SCDC (but 4
	conservation	within the site)
	areas, listed	,
	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
	ļ	settlement site west of Allington Hill is also a
	ļ	designated Scheduled Monument (SAM72).
CLIMATE CHAI	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
	ļ	Great majority of site in Flood Zone 1 and
	ļ	no drainage issues that cannot be
		appropriately addressed.
		Curtoss drainage will be dealt with by
	ļ	Surface drainage will be dealt with by
	ļ	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.
HUMAN HFALT	TH AND WELL BEING	acca to protoct andonying aquilors.
Open Space	Will it increase the	DARK GREEN = Development would create
	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
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	

	T	
	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.
		and the same of th
		Assumed new network of centres would be
		required to serve a new settlement
Distance: City	How far is the site	R = >800m
Centre	from edge of	1 - 2000III
Ochic	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	0 - \$400III
Service	centre or GP	On cita provision assumed
		On site provision assumed.
IZ a sel sel	service?	ODEEN Nevel 14 399
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
	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
		range of community facilities will be
		provided.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	
Communities	•	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
ECONOMY	communities?	
ECONOMY	Dana it a dala	AMPED Naturalisa and the 1000
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	

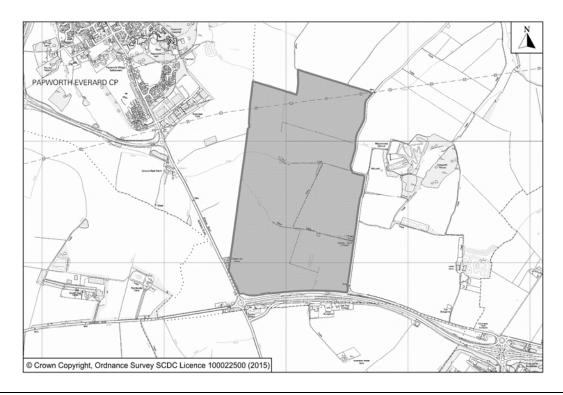
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable 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
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
Laria	in the loss of	opportunities
	employment land,	орронались
	or deliver new	Development would significantly enhance
	employment land?	employment opportunities. The proposed
	cripioyment iana:	submission refers to the provision of new
		employment.
Utilities	Will it improve the	RED = Significant upgrades likely to be
Otilities	level of investment	required but constraints incapable of
		· · · · · · · · · · · · · · · · · · ·
	in key community services and	appropriate mitigation
	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
Сараспу		constraints can be appropriately miligated
	capacity?	
Distance:	How far is the	G = <400m
Primary	nearest primary	0 = \400III
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?	provide riew)
301001	30110011	On Site provision assumed
TRANSPORT		On One provision assumed
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	— modiani quanty on roud path.
	accessible near to	Poor access to services by walking and
	the site?	cycling – cycle links to Great Wilbraham,
	and dito:	Newmarket and Cambridge would be
	1	11011111aintot and Dambilage Would be

		 required.
HQPT	le thore High	•
ווערו	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)?	an motatioes
Custoinable	/	CDEEN Coore 15 10 from 4 critorio bolow
Sustainable	Scoring mechanism has	GREEN = Score 15-19 from 4 criteria below
Transport		Total agers of 12
Score (SCDC)	been developed to consider access to	Total score of 13.
		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 \\(\lambda\)\(\text{thin 400m} \(\lambda\)
		GG = Within 400m (6)
stop / rail station		New cettlement would require new hus
Station		New settlement would require new bus
		stops and public transport routes to through the settlement.
		the settlement.
		LIDDATE: gooring revised for consistency
		UPDATE: scoring revised for consistency with other major sites with new public
		,
		transport provision.
		(Commandly 000m ACE from the control of the
		(Currently 903m ACF from the centre of the
Frague and of		site to nearest bus stop 17 service).
Frequency of Public		G = 20 minute frequency (4)
		New settlement would have at least a 20
Transport		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		(Currently less than hourly service)
Public		RR = Greater than 50 minutes (0)
transport		NN = Greater than 50 minutes (0)
journey time to		Service takes 15 minutes from Six Mile
City Centre		Bottom to Newmarket.
City Certife		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
Ochuc		Newmarket Market.
		i vowiliai not iviai not.
		13.73km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
		O = \400111
Railway Station	from an existing or proposed train	Promoter proposes new station on the
Glation	station?	Newmarket to Cambridge railway, potential
	station!	timetabling and capacity issues on this line
		would need to be checked.
Accoss	Will it provide safe	RED = Insufficient capacity/ access.
Access	I will it provide sale	NED = mounicient 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 Cambridge.

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 Odour, light noise and vibration problems if the site is developed, as a receptor or generator(including compatibility with	RED = Significant adverse impacts incapable of appropriate mitigation Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to Papworth Business Park and the Motocross site, and offsite mitigation is likely to be required.
	neighbouring uses)?	Some possible noise and vibration from 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 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	<u> </u>	, , , , , , , , , , , , , , , , , , ,
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated	GREEN = Does not contain, is not adjacent to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts 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.
	sites)	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.
Biodiversity	Would development reduce habitat fragmentation,	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation

	1	
	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and	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
	maintain connectivity between green infrastructure)?	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	AMBER = Any adverse impact on protected trees capable of appropriate mitigation One area of trees with Tree Preservation
	Preservation Order (TPO)?	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	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation
	and access to green infrastructure?	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
LANDSCAPE,	TOWNSCAPE AND C	JLTURAL HERITAGE
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?	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

enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of 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 out on line this might alleviate some of the A428/A1303 and the M11 may affect the 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 Belt What effect would the development of this site have on Green Belt purposes? Green Belt 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.
character, including through appropriate design and mitigation measures would be achieved through the 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 this site have on Green Belt purposes? 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
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 Belt purposes? 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
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
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
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 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 alleviate some of the adverse effects. CLIMATE CHANGE

Renewables	Will it support the use of renewable	AMBER = Standard requirements for
	energy resources?	renewables would apply
	and gy recounted in	Development could create minor additional
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zono 1 and no drainage issues that
		Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	carrier be appropriately addressed.
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	Barralan manataran dalam atau minan
	space?	Development would create minor opportunities for new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	OKEEN - CHAIN
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
Gypsy &	teenagers? Will it provide for	AMBER = No Impact
Traveller	the	AMBER - No Impact
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople? How far is the site	GREEN = <400m
District or	from the nearest	CICLEIV - CHOOM
Local Centre	District or Local	Assumed provision of a local centre on site
	centre?	
Distance: City	How far is the site	R = >800m
Centre	from edge of defined Cambridge	
	City Centre?	
	City Corners.	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	2,198m ACF from centre of site to The
Kov Local	service?	Surgery, Papworth Everard.
Key Local Facilities	Will it improve quality and range	GREEN = New local facilities or improved existing facilities are proposed of significant
. dominos	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 etc?)	retail and community uses.
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	10 - 211 h = -2 20 10 (2 (b-2
	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	Does it address	AMPED Not within or adiacont to the 400/
Deprivation (Cambridge)	pockets of income	AMBER = Not within or adjacent to the 40%
(Cambridge)	and employment	most deprived Super Output Areas within
	deprivation	Cambridge according to the Index of 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	
	centre?	
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	Dovolon mont would over a set estero
	employment land,	Development would support minor
	or deliver new	additional employment opportunities.
Utilities	employment land?	AMPED - Significant ungrades likely to be
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be
		required but constraints capable of appropriate mitigation
	in key community services and	appropriate mitigation
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	roquireu, but coristialitis cari be addressed.
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,
	2.04424114.	

		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
Distance:	How far is the	G = <400m
Primary School	nearest primary 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	Scoring	RED = Score 5-9 from 4 criteria below
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 9
Distance: bus		A = Within 800m (3)
stop / rail station		Development of this scale would require

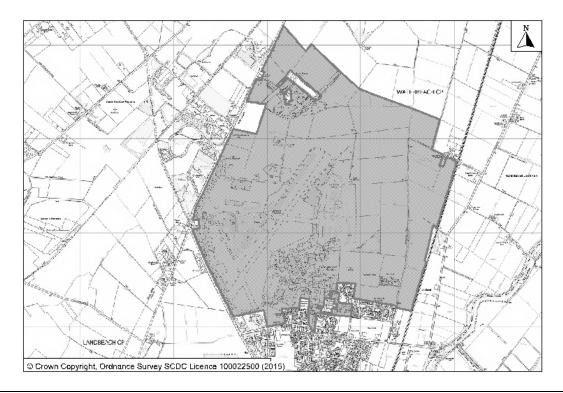
		new bus routes through the site, although uncertain how this would be achieved.
		(Currently 1,005m ACF from the centre of the site to the nearest bus stop (1 service).
		1,268m ACF from the centre of the site to the nearest bus stop (Citi 4 service))
Frequency of		G = 20 minute frequency (4)
Public 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.

	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): 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	AMBER = Partially on PDL		
. 52	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		
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		

	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.
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, 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 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 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.
Biodiversity	Would development reduce habitat fragmentation,	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links

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	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?	ULTURAL HI	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	Will it maintain and	OLI ONAL III	RED = Significant negative impact on
Σαπασσαρο	enhance the diversity and distinctiveness of landscape character?		landscape character, no satisfactory mitigation measures possible. The scale and character of the proposed development would be visible over large
	Sharastor.		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,	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings
	features or areas of historical, archaeological, or	and features, with potential for negative impacts capable of appropriate mitigation
	cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	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	\\\GF	
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.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.
		Development would deliver significant new public open space (around 114 hectares of

Distance: Outdoor Sport Facilities Distance: Play Facilities Distance: Distance: City Centre Distance: GP Service Distance: QBy Service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Community Facilities Integration Integration Will Existing Communities How wall would the development on the site integration with Existing Communities How wall would the development on the site integration with Existing Communities How wall would the development on the site integrate Assumed provision on site GREEN = <400m Assumed network of town and local centres on site. G = <400m Assumed network of town and local centres on site. G = <400m Assumed provision Assumed provision on site. G = <400m Assumed network of town and local centres on site. G = <400m Assumed provision on site G = <400m Assumed provision Assumed provision on site G = <400m Assumed provision on site G = <400m Assumed provision Assumed provision on site G = <400m Assumed provision on site G			new public open space).
Outdoor Sport Facilities nearest outdoor sports facilities? Assumed provision on site Distance: Play Facilities How far is the nearest play space for children and teenagers? AMBER = No Impact 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 edge of defined Cambridge City Centre? Assumed network of town and local centres on site. Distance: GP Service How far is the site from edge of defined Cambridge City Centre? R = >800m Rey Local Facilities How far is the nearest health centre or GP services G = <400m	Dietopoe	How for in the	
Facilities Sports facilities? Assumed provision on site			GREEN = < IKIII
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Facilities nearest play space for children and teenagers?			
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Communities the site integrate create a new community.			
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	communities?	
ECONOMY	Communities:	I
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
	particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of	
Shopping	Cambridge? 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
Employment - Accessibility	How far is the nearest main employment	impact on other centres. GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential
	centre?	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	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
	broadband?	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.
Distance:	How far is the	G = <400m
Primary	nearest primary	Assuma provision on sita
School Distance:	school? How far is the	Assume provision on site. G = Within 1km (or site large enough to
Secondary School	nearest secondary school?	provide new)

		Assume provision on site.
TRANSPORT		Thousand provision on site.
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 = Within 800m to GG = Within 400m
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.

	1	O complete bounds a complete
5 1 "		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
Otation:	station?	Cambridge railway line to serve village and
	Stations	the new town site.
Access	Will it provide cafe	AMBER = Insufficient capacity / access.
Access	Will it provide safe 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.

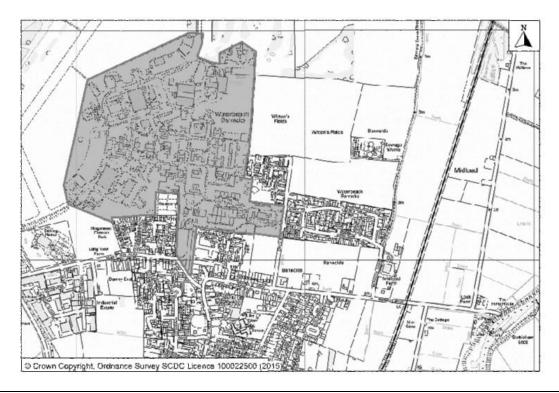
	Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10.
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Site Information			
Development Sequence	New Settlement		
Cita reference number(a), CC 224/built area caby			

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

			romodiation of minor contamination
Water	Will it protect and		remediation of minor contamination.
vvalei	Will it protect and		GREEN = No impact / Capable of full
	where possible		mitigation
	enhance the quality		Development well-along the street and a second
	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 impact on groundwater.
BIODIVERSITY			
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		
	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
	Sites)		identified sites of ecological designation.
			l defittified sites of ecological designation.
Biodiversity	Would		AMBER = Development would have a
Diodiversity	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		Due priority management Dowle 9 Dide evoling
	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		
	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		3-11-1
	and access to		
	green		
	infrastructure?		
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) 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

Lasal Caustus	District on Local	4 040km ACE to Changl Ctuant
Local Centre	District or Local	1,210km ACF to Chapel Street,
	centre?	Waterbeach, surrounded by a cluster of
Diotopool City	How far is the site	 services and facilities. R = >800m
Distance: City		R = >800m
Centre	from edge of	
	defined Cambridge	
Distance: GP	City Centre? How far is the	A 400 000m
Service	nearest health	A = 400 - 800m
Service		707 ACE from control of cita to Deceliad
	centre or GP	727m ACF from centre of site to Rosalind
Vovlagel	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	
Community	etc?) Will it encourage	RED = Allocation would lead to loss of
Community Facilities	and enable	
racillues		community facilities
	engagement in	Base closure has curtailed access to MOD
	community activities?	facilities.
Integration	How well would the	
Integration with Existing		GREEN = Good scope for integration with existing communities / of sufficient scale to
Communities	development on the site integrate	create a new community.
Communities	with existing	create a new community.
	communities?	
ECONOMY	Communices:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Garrisriago)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	maniple Depritation 20101
	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
		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?	. ,
Employment -	Would	use G = No loss of employment land / allocation
Land	development result	is for employment development
Lanu	in the loss of	is for employment development
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	
	services and	Minor utilities Infrastructure improvements
	infrastructure,	may be required, but constraints can
	including	be addressed.
	communications	bo addi cocca.
	infrastructure and	
□ al a. a. t.'	broadband?	AMPED Cabaal appealts and autilia t
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
		School capacity may not be sufficient, but
		significant issues can be adequately
		addressed
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site
Distance:	How far is the	R = Greater than 3km
Secondary	nearest secondary	TY = Oreator triair own
School	school?	4.4km ACF from centre of site to Cottenham
3011001	SCHOOL:	Village College.
TRANSPORT		Village College.
	Mhat tura of avala	DED. No eveling provision or a evel long
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	RED = Service does not meet the
	Quality Public	requirements of a high quality public
	Transport (at edge	transport (HQPT)
	of site)?	1 (/
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	mechanism has	ANDER - Coole 10-14 Holli 4 Chleria below
-		Total score of 13.
Score (SCDC)	been developed to	TOTAL SCOTE OF TS.
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		, ,
station		520m ACF from the centre of the site to the
		nearest bus stop - Winfold Road (9
		service).)
	1	301 V100 J. J

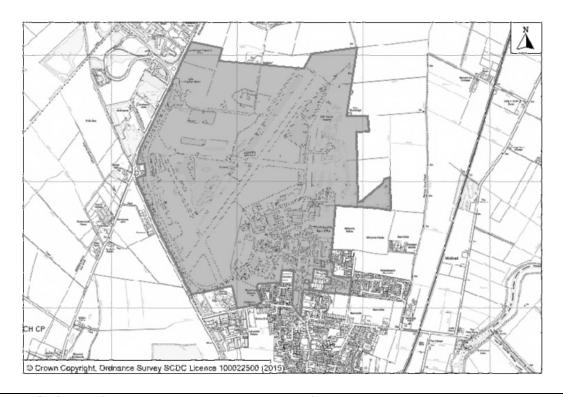
Frequency of		R = Hourly service (2)
Public Transport		9 service - hourly service
		Potential for improvement associated with development.
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		9 service - 35 minutes to Ely (Waterbeach, Winfold Road to Ely, Market Street).
		9 service - 31 minutes to Cambridge (Waterbeach, Winfold Road to Cambridge, Drummer Street Bus Station).
Distance for cycling to City		G = 5km to 10km (4)
Centre		9.22km 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?	1,636m 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.
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)

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.

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
. 52	development make use of previously developed land?		25% to 74% Previously Developed Land (PDL). Military barracks and airfield.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		GREEN = Neutral. Development would not affect grade 1 and 2 land. 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 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,		GREEN = >1,000m of an AQMA, M11, or A14

	the M11 or the	
	A14?	
Pollution	Are there potential Odour, light noise and vibration	GREEN = No adverse effects or capable of full mitigation
	problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to 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 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, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also
Water	Will it protect and where possible enhance the quality of the water environment?	adjacent to railway line and landfill. GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any
		impact on groundwater.
BIODIVERSITY		
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	Bus priority measures, Park & Ride, cycling

	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 native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain		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.
	connectivity 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 infrastructure?	III TIIDAI LII	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Development would deliver new Green Infrastructure.
Landscape	Will it maintain and	OLI ONAL HI	AMBER = negative impact on landscape
Lanuscape	enhance the diversity and distinctiveness of landscape character?		character, incapable of mitigation. 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	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 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.	

	1	I
		Development would deliver significant new
Distance	How far is the	public open space. GREEN = <1km
Distance:	nearest outdoor	GREEN = < IKIII
Outdoor Sport Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	GILLIN = 2400III
1 dointies	for children and	Assumed provision on site
	teenagers?	7 todamod provision on oilo
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	1 1
	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.
Diotopoo City	How far is the site	R = >800m
Distance: City Centre		R = >800m
Centre	from edge of defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	S = \100111
	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
Community	etc?) Will it encourage	centre, retail, leisure and sports facilities GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
i aciiilies	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	possible
		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		1
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Cambridge? 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:	How far is the nearest primary school? How far is the	G = <400m Assumed provision on site. G = Within 1km (or site large enough to
Secondary School	nearest secondary school?	provide new)

		Assumed provision on site.
TRANSPORT		Assumed provision on site.
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		
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
		segregated bus links were introduced.
		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.
	access to the	Negative effects incapable of appropriate
	highway network,	mitigation.
	where there is	9
	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
Nan Oar	MEH is as also d	each site.
Non-Car	Will it make the transport network	GREEN = Significant improvements to
Facilities	TECHNOLOGY POSTUOTIC	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
 New Settlement

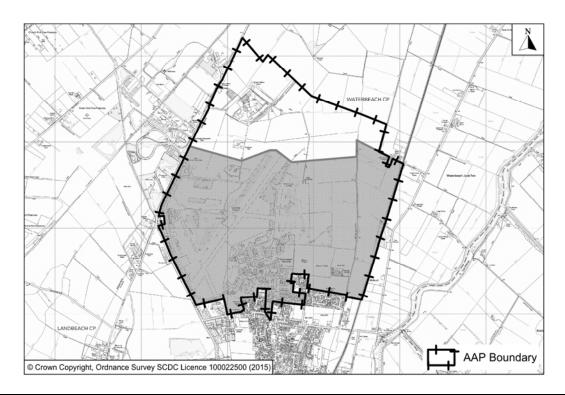
 Development Sequence
 New Settlement

 Site reference number(s): SC 231a

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

Site name/address: New Town north of Waterbeach

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. 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	1A	MBER = Partially on PDL
. 52	development make use of previously developed land?		ilitary barracks and airfield.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	gr Mi sc Bu ar hig cc wo	ED = Significant loss (20 ha or more) of rades 1 and 2 land ajority of site is classified as Grade 2, with ome Grade 3. Airfield is unclassified. us priority measures, Park & Ride, cycling and pedestrian improvements, and ghways improvements on the A10 periodor, planned to secure wider benefits ould also be required to serve this site. his would result in the loss of agricultural and.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	wi de im Si Mi	MBER = Site or a significant part of it falls ithin an allocated or safeguarded area, evelopment would have minor negative spacts ite falls within a designated area in the linerals and Waste LDF, development ould have minor negative impacts on entified Minerals Reserves.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	De wi mi ac Ar th ar aii thi	evelopment could impact on air quality, ith minor negative impacts incapable of itigation. Despite this proposal not being djacent to an Air Quality Management rea, it is of a significant size and therefore, ere is a potential for an increase in traffic and static emissions that could affect local r quality. More information is required for its location, particularly details for air uality assessment and a low emission rategy.
		ar hig co wo Th or er	us priority measures, Park & Ride, cycling and pedestrian improvements, and ghways improvements on the A10 pridor, planned to secure wider benefits ould also be required to serve this site. They would have a major beneficial effect in the reduction of greenhouse gas missions, and local air quality.
AQMA	Is the site within or	G	REEN = >1,000m of an AQMA, M11, or

		1 0 4 4
	near to an AQMA,	A14
	the M11 or the	
Dellution	A14?	CDEEN No odvovo offecto ov comble of
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise	full mitigation
	and vibration	Development commetted with a sink beside a
	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
		Detential for miner handite through
		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	mitigation
	enhance the quality	
	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
DIODIVEDOITY		impact on groundwater.
BIODIVERSITY		 CDEEN Door not contain in not adjusted
Designated Sites	Will it conserve	GREEN = Does not contain, is not adjacent
Siles	protected species	to, or local area will be developed as
	and protect sites designated for	greenspace. No or negligible impacts
	nature	Bus priority measures, Park & Ride, cycling
	geodiversity?	corridor, planned to secure wider benefits
	conservation interest, and	and pedestrian improvements, and highways improvements on the A10

	T /	
	(Including	would also be required to serve this site.
	International and	Proposed route do not pass through any
	locally designated	identified sites of ecological designation.
Biodiversity	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	Will it improve	GREEN = Development could deliver
Infrastructure	access to wildlife and green spaces,	significant new green infrastructure
	through delivery of and access to 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

		fo	or Denny Abbey.
LANDSCAPE.	TOWNSCAPE AND C		
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of	T	The scale and character of the proposed
	landscape	d	development would be visible over large
	character?	a	areas, and the likely scale and type of
			buildings would form developed skylines to
			he 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
			ts 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
		b	ooundary treatment, and reduce building
		h	neights.
		F	Bus priority measures, Park & Ride, cycling
			and pedestrian improvements, and
			nighways improvements on the A10
			corridor, planned to secure wider benefits
		W	would also be required to serve this site.
		L	andscape impacts are uncertain at this
			stage. A busway using the Mereway route
			would have significant negative landscape
			mpacts. There are potential negative
		ir	mpacts on Green Belt.
Townscape	Will it maintain and	G	GREEN = No impact (generally compatible,
·	enhance the		or capable of being made compatible with
	diversity and	lo	ocal townscape character, or provide minor
	distinctiveness of	ir	mprovements)
	townscape		Noutral impact (generally competible of
	character?		Neutral impact (generally compatible, or
			capable of being made compatible with local
			ownscape character). Assumptions for a neutral impact include that appropriate
			design and mitigation measures would be
			achieved through the development process.
		Е	Bus priority measures, Park & Ride, cycling
			and pedestrian improvements, and
		h	nighways 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
	HOOd HSK?		Great majority of site within Flood Zone 1 and no drainage issues that cannot be Appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	ì	
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 Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km 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 Local Centre	How far is the site from the nearest District or Local centre?		G = <400m 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 service?		G = <400m 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

		1	
	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,
0	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?		Nieuria est e en en en esta de distribuir de la companya de la com
			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
Integration	How well would the		places of faith
Integration with Existing			GREEN = Good scope for integration with existing communities / of sufficient scale to
Communities	development on		
Communities	the site integrate with existing		create a new community.
	communities?		
ECONOMY	Communices:		
Deprivation	Does it address		AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income		most deprived Super Output Areas within
(Gambriage)	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
	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 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
			Davidon month would in alcohol and the second
			Development would include employment
			opportunities. Also adjoins the Cambridge
Francis (Mould		Research Park site.
Employment -	Would		DARK GREEN = Development would
Land	development result		significantly enhance employment
	in the loss of		opportunities

	employment land, or deliver new	Development would significantly enhance
	employment land?	employment opportunities. Much of the new employment provision would take place beyond 2031.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Otilities	level of investment in key community services and	required, constraints capable of appropriate mitigation
	infrastructure, including communications	Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and
	infrastructure and broadband?	sewerage systems will need reinforcement to increase capacity. Waste Water Treatment Works would be relocated off site.
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 schools.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary School	nearest secondary school?	provide new)
		Assume provision on site.
TRANSPORT	Mhattura of such	CDEEN Oviet regidential street and ad
Cycle Routes	What type of cycle routes are	GREEN = Quiet residential street speed 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 Transport (at edge of site)?	high quality public transport in most but not all instances
	3. 2,	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	Total appro 19
Score (SCDC)	been developed to consider access to	Total score 18.
	and quality of	UPDATE: Score changed from 15 to 18 to

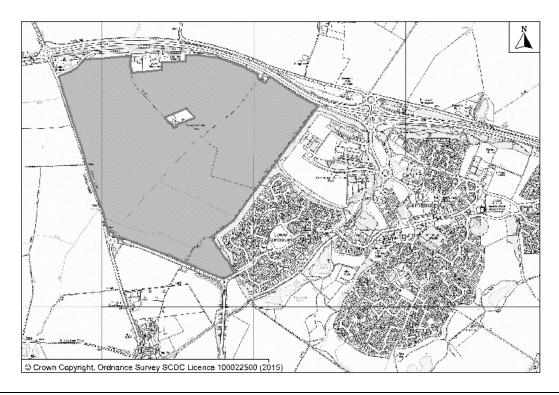
	T	I	
	public transport,		reflect revised score for Distance: bus stop /
	and cycling. Scores		rail station.
	determined by the		
	four criteria below.		
Distance: bus			GG = Within 400m (6)
stop / rail			, ,
station			Potential for Waterbeach Barracks to north
			Cambridge Busway to serve the site,
			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			G = 20 minute frequency (4)
Transport			Potential to deliver a High Quality Public
Transport			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.
			l cog. cga.ca baccc.ccaacca.
			Currently 9 service - 28 minutes to Ely
			(Landbeach, Research Park Entrance to
			Ely, Market Street).
			- 7
			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.
			· · · · · · · · · · · · · · · · · · ·

		N (())
	access to the highway network, where there is available capacity?	Negative effects capable of appropriate mitigation. 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 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 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	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 AQMA	Would the development of the sites result in an adverse impact/worsening of air quality? Is the site within or near to an AOMA	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. GREEN = >1,000m of an AQMA, M11, or A14
	near to an AQMA, the M11 or the 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
	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)	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	New landscaping asso	
	infrastructure?	development of this si	
		to areas of open space	
		·	ent including designed
		greenways and conne	
		green spaces in Camb	oourne.
LANDSCAPE,	TOWNSCAPE AND C	LTURAL HERITAGE	
Landscape	Will it maintain and	AMBER = negative im	
	enhance the	character, incapable o	f mitigation.
	diversity and		
	distinctiveness of	Minor negative impact	
	landscape	conflicts with landscap	
	character?	negative impacts incap	•
		Development of this si	
		many long distant viev	•
		long countryside views	
		and would bring the de	•
		Cambourne slightly clo	
		villages, however it wo	
		develop this site witho	•
		landscape character the	rough new
		landscaping.	
		5	
		Bus priority measures	
		pedestrian improveme	
		Cambourne and Camb	
		secure wider benefits	
		required to serve this	5 5
			etween the junction of
		Greenbelt. If works we	he M11 may affect the
		out on line this might a	illeviate some of the
Townsoons	Will it maintain and	adverse effects. GREEN = No impact (gonorally compatible
Townscape	enhance the	or capable of being ma	
	diversity and	·	•
	distinctiveness of	local townscape chara	cter, or provide minor
	townscape	improvements)	
	character, including	Neutral impact (genera	ally compatible or
	through		e compatible with local
	appropriate design	townscape character).	•
	and scale of	neutral impact include	
	development?	design and mitigation	
	acvolopinont:	achieved through the	
		doineved unough the	20.010pmom p100000.
		Bus priority measures	and cycling and
		pedestrian improveme	
		Cambourne and Camb	
		secure wider benefits	
		required to serve this	
		·	etween the junction of
			he M11 may affect the
		Greenbelt. If works we	
		out on line this might a	
		out on line this might a	meviate some of the

		advorce effects	
Cross Dolf	\\/\batafaat\\\	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	Bus priority measures and cycling and	
	purposes?	pedestrian improvements between	
		Cambourne and Cambridge, planned t	to
		secure wider benefits would also be	
		required to serve this site. The segregation	
		bus priority measure between the junc	
		the A428/A1303 and the M11 may affe	
		Greenbelt. If works were able to be ca	
		out on line this might alleviate some of	tne
Horitago	Will it protect or	adverse effects.	oin
Heritage	Will it protect or enhance sites,	GREEN = Site does not contain or adjusted such buildings, sites or features, and	
	features or areas of	is no impact to the setting	uieie
	historical,	13 no impact to the setting	
	archaeological, or	Neutral impact (existing features retain	ned.
	cultural interest	or appropriate mitigation possible).	.00,
	(including	Archaeological potential will require ful	rther
	conservation	information but the assumption for a ne	
	areas, listed	impact is that it is likely appropriate	
	buildings,	mitigation can be achieved through the	Э
	registered parks	development process.	
	and gardens and		
	scheduled	Bus priority measures and cycling and	
	monuments)?	pedestrian improvements between	
		Cambourne and Cambridge, planned to	to
		secure wider benefits would also be	a4a d
		required to serve this site. The segregative priority managers between the impa	
		bus priority measure between the junc	
		the A428/A1303 and the M11 may affer American Cemetery, a registered park	
		garden. If works were able to be carrie	
		on line or an alternative alignment this	
		alleviate the adverse effects.	mgm
CLIMATE CHA	NGE	anovidio tro advorso oriotto.	
Renewables	Will it support the	AMBER = Standard requirements for	
	use of renewable	renewables would apply	
	energy resources?	,	
		Development could create minor addit	ional
		opportunities for renewable energy.	
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk	
		Flood Zono 1 and no drainage issues	that
		Flood Zone 1 and no drainage issues to cannot be appropriately addressed.	แเสเ
HUMAN HFALT	│ TH AND WELL BEING	cannot be appropriately addressed.	
Open Space	Will it increase the	GREEN = Assumes minimum on-site	
Spon Opaco	quantity and quality	provision to adopted plan standards is	
	of publically	provided onsite	
	accessible open	1 2 355 5355	
	space?	Development would create opportunitie	es 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	
	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	
Local Centre	District or Local	Assume provision of new local centre on
	centre?	site.
	oona o i	
		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	K = 2000III
Ochiic	defined Cambridge	
	City Centre?	
	Oity Ochite:	
Distance: GP	How far is the	R = >800m
	1 10 W 101 10 ti 10	11 - 2000111
Service	nearest health	
Service	nearest health	Assumed served by Existing Cambourne
Service	centre or GP	Assumed served by Existing Cambourne surgery
	centre or GP service?	surgery
Key Local	centre or GP service? Will it improve	surgery AMBER = No impact on facilities (or
	centre or GP service? Will it improve quality and range	surgery
Key Local	centre or GP service? Will it improve quality and range of key local	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed).
Key Local	centre or GP service? Will it improve quality and range of key local services and	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing
Key Local	centre or GP service? Will it improve quality and range of key local services and facilities including	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed).
Key Local	centre or GP service? Will it improve quality and range of key local services and facilities including health, education	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing
Key Local	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops,	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing
Key Local	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit.
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. GREEN = Development would not lead to
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. GREEN = Development would not lead to the loss of any community facilities or
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubsetc?) Will it encourage and enable engagement in	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. GREEN = Development would not lead to the loss of any community facilities or
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Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible New local community facilities or improved
Key Local Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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
Key Local Facilities Community Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community activities?	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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).
Key Local Facilities Community Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community activities?	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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). GREEN = Good scope for integration with
Key Local Facilities Community Facilities Integration with Existing	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubsetc?) Will it encourage and enable engagement in community activities? How well would the development on	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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). GREEN = Good scope for integration with existing communities / of sufficient scale to
Key Local Facilities Community Facilities	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community activities? How well would the development on the site integrate	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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). GREEN = Good scope for integration with
Key Local Facilities Community Facilities Integration with Existing	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community activities? How well would the development on the site integrate with existing	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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). GREEN = Good scope for integration with existing communities / of sufficient scale to
Key Local Facilities Community Facilities Integration with Existing	centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage and enable engagement in community activities? How well would the development on the site integrate	surgery AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit. 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). GREEN = Good scope for integration with existing communities / of sufficient scale to

	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	Watapie 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	•	• •
	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
	local contros:	existing Cambourne centre.
Cross lay you a set	Llow for in the	· ·
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	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	
		Development 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 capacity
		within the distribution zone.
		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

	T	
		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
	capacity?	School capacity not sufficient, but significant
		issues can be adequately addressed.
		,
		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
D: /		new schools.
Distance:	How far is the	G = <400 m
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?	
		Site surrounds Cambourne Village College
		site
TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	· ···· - · · · · · · · · · · · · · · ·
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
	tilo olio:	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)?	an instances
	יו אונט)!	TSCSC refers to services of at least 15
		minute frequency. Potential for improved
Overte in all I	Cooming	services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score 13.
	consider access to	
	and quality of	UPDATE: Score updated from 13 to 16 to

	1	
	public transport, and cycling. Scores determined by the	reflect revised score for Distance: bus stop / rail station.
	four criteria below.	
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 transport		A = 31 to 40 minutes (3)
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.

Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	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. 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. UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport
		·

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

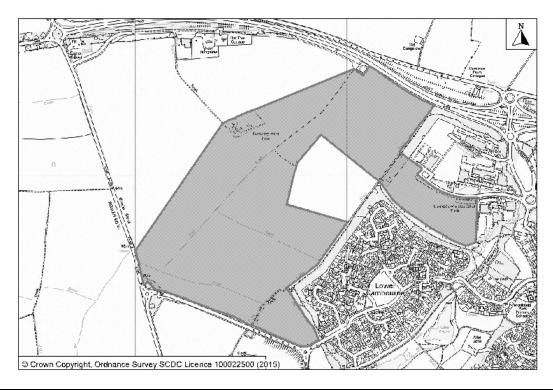
Site Information	
Development Sequence	Rural Centre

Site reference number(s): 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 Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to
AQMA	Is the site within or	have significant positive impacts in terms of air quality. GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA, the M11 or the A14?	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	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		3 - 3 - 4 - 4 - 4
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

			,
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		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.
LANDSCAPE :	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and	OLI OKAL III	GREEN = No impact (generally compatible,
Lanascape	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
			improvements)
	landscape character?		Assumptions for a neutral impact include
	Character?		
			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,
	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		in providing i
	character, including		Neutral impact (generally compatible, or
	through		capable of being made compatible with local
	appropriate design		townscape character). Assumptions for a
	Tappropriate design		i townscape charactery. Assumptions for a

	1	
	and scale of development?	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 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	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 CHAI	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 alleviate the adverse effects.
Renewables	Will it support the	AMBER = Standard requirements for
TTGHGWADIES	use of renewable energy resources?	renewables would apply

		<u> </u>
		Development could create minor additional
Floor I Diele	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.
HIIMAN HEAL	⊥ TH AND WELL BEING	cannot be appropriately addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Open Space	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided energy
	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	
	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	R = >800m
District or	from the nearest	K = 2000III
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	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	Assumed served by Existing Cambourne
Kan Lassi	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	radiilida are proposed of benent.
	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?	

		New local community facilities or improved existing facility is proposed of minor benefit
1.4.4		(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
(Cambriago)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	·	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
5pp9	shopping	vitality and viability of existing centres
	hierarchy,	many and maciny or omening common
	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
		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
	omproyment randi	land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Otilities	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	
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
		network.
		There is no spare mains water capacity
		within the distribution zone.

	1	
		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 = <400m
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	1	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
	the one.	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 of site)?	all instances
	or site;	TSCSC refers to services of at least 15

	1	
		minute frequency. Potential for improved services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to	Total score of 16.
	and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: Score changed from 13 to 16 to 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.
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 transport		A = 31 to 40 minutes (3)
journey time to City Centre		37 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 cycling to City		A = 10km to 15 km (3)
Centre		11.32km 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

	1	
		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

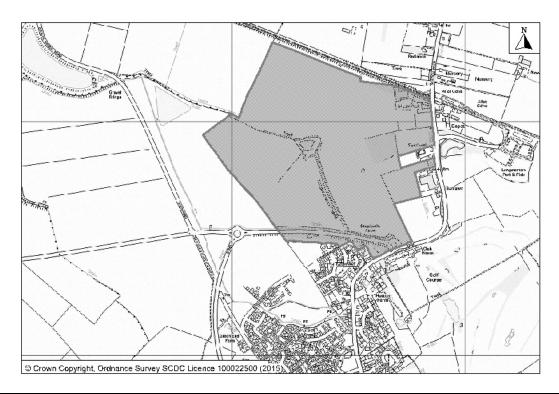
Site Information	
Development Sequence	New Settlement
Cita matamana a mumbam/a), CC 040	

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 developed land?	This large site includes a small established business and yard to the north.

Agricultural Land	Would development lead	RED = Significant loss (20 ha or more) of grades 1 and 2 land
	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) - 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		
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

	1	dependent on location of site entrance
0 1 1	1 1	dependent on location of site entrance.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A 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.
Motor	M/III it must set seed	
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	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	
	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
		farmland habitats. Badgers within Fish
		Ponds Wood may be an issue.
Diodivoroity	Would	· ·
Biodiversity		AMBER = Development would have a
	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Assumptions for a neutral impact are that
	help deliver habitat	existing features that warrant retention can
	restoration (helping	be retained or appropriate mitigation will be
	to achieve	achieved through the development process.
	Biodiversity Action	
	Plan targets, and	
	maintain	
	connectivity	
	between green	
	infrastructure)?	
TPO	Are there trees on	GREEN = Site does not contain or adjoin
	site or immediately	any protected trees
	Jake of infinediately	Larry 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
	astrastars :		public open space and possible link to
			bridleway along the Guided Busway.
LANDSCADE	TOWNSCADE AND C	III TUDAL LU	
	TOWNSCAPE AND C	ULTURAL HI	
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		character, meapaste of magazierii
	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
			genuine rural separation between the
	ı		genanio raiai espaiation 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
		horizons and landscape features retained.
Green Belt	What effect would	GREEN = No impact or Minor positive
0.0020	the development of	impact on Green Belt purposes
	this site have on	Impact on Green Bon parposes
	Green Belt	
Llowitowa	purposes?	CDEEN Cita dans not contain as 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,	
	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	
	monuments)?	
CLIMATE CHAI		
Renewables	Will it support the	AMBER = Standard requirements for
Reflewables	use of renewable	renewables would apply
		Terrewables would apply
	energy resources?	Development would are sto minor additional
		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.
	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 as
		the promoter proposes provision of open
		space as part of the development.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Outdoor Sport	Ticalesi outuooi	

Facilities	sports facilities?	1.1km ACF from centre of the site to
		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	
Dieteres	Showpeople?	A 400 000m
Distance: District or	How far is the site from the nearest	A = 400 - 800m
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		The same of the sa
		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	4.400 4.05 () () ()
	centre or GP	1,422m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
Key Local	Will it improve	Northstowe in the Longer term. AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
1 aciiiles	of key local	satisfactory mitigation proposed).
	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
	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
		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 30	
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 development.
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 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	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
	capacity?	
		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	nearest primary	
School	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	0.01 4.05 () () ()
School	school?	3.3km ACF from centre of site to Swavesey
		Village College, but significantly closer to
TDANODODT		planned Northstowe Secondary school.
TRANSPORT	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ODEEN Order mediantial atment and all
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
HODT	the site?	e.g. cycleway adjacent to guided 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)?	Cuided business most consets of
		Guided busway meets most aspects of
		HQPT definition, but hourly service in
Cuotoinabla	Cooring	evenings. AMBER = Score 10-14 from 4 criteria below
Sustainable	Scoring	AIVIDER = Score 10-14 from 4 criteria below
Transport	mechanism has	Total agers of 14
Score (SCDC)	been developed to	Total score of 14.
	consider access to	LIDDATE, Coord shanged from 45 to 44 to
	and quality of	UPDATE: Score changed from 15 to 14 to
	public transport,	correct total score.
	and cycling. Scores	
	determined by the	
Dietonos bus	four criteria below.	A Within 900m (2)
Distance: bus		A = Within 800m (3)

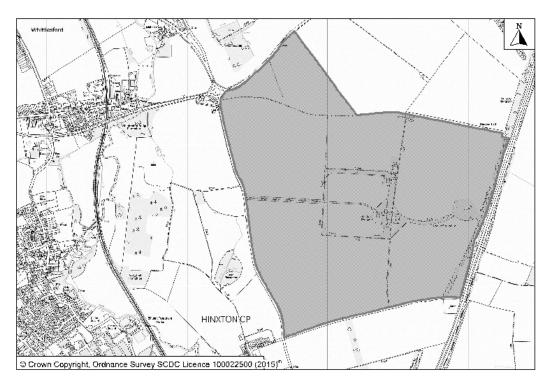
	T	T	
stop / rail			
station			708m ACF from the centre of the site to the
			nearest bus stop (Citi 5 - Longstanton).
			883m ACF from the centre of the site to the
			nearest guided busway stop (Longstanton).
Eroguepov of			G = 20 minute frequency (4)
Frequency of			G = 20 minute frequency (4)
Public			
Transport			
Public			G = 21 to 30 minutes (4)
transport			
journey time to			Citi 5 - 33 Minutes to Cambridge; 50
City Centre			Minutes to St. Ives.
Oity Contro			Williates to St. 1766.
			Cuided Duayey 22 Minutes to Combridge
			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
D: (11 6 : 41 : 4		Cambridge Market.
Distance:	How far is the site		R = >800m
Railway	from an existing or		
Station	proposed train		11,041m ACF from centre of the site to
	station?		Waterbeach Station.
Access	Will it provide safe		RED = Insufficient capacity/ access.
	access to the		Negative effects incapable of appropriate
	highway network,		mitigation.
	where there is		Tillingation.
	available capacity?		Incufficient conscitu or cooper constraints
	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
			3
	į		improvements to the A14, and even this
			improvements to the A14, and even this
			could require substantial mitigation
			could require substantial mitigation measures. Capacity on the B1050 may
			could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of
			could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway
			could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of
			could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway
			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
			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
			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.
			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
			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
			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
			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
			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		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. GREEN = Significant improvements to
Non-Car Facilities	Will it make the transport network		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.
			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. GREEN = Significant improvements to

transport, walking	Would result in significant improvement to
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
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	Would	RED = Significant loss (20 ha or more) of
Land	development lead to the loss of the best and most	grades 1 and 2 land Significant loss (20 hectares or more) of
Managara	versatile agricultural land?	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	1.00011001	
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

			measures on the proposed development		
			site alone can provide an acceptable		
			ambient noise environment.		
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		
	enhance the quality				
	of the water		Development has the potential to affect		
	environment?		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					
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 conservation		appropriate mitigation		
	interest, and				
	geodiversity?		Minor negative impact on protected sites		
	(Including		and species incapable of mitigation. Bush		
	International and		Park, River Cam and Shelford-Haverhill		
	locally designated		Disused Railway – Pampisford / Great		
	sites)		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		

			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		·····g·····	
	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		, ,	
	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	
Illiastructure			of appropriate mitigation	
	and green spaces,		or appropriate miligation	
	through delivery of		Development would exact aminor	
	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 CULTURAL HERITAGE				
Landscape	Will it maintain and		RED = Significant negative impact on	
-	enhance the		landscape character, no satisfactory	
	diversity and		mitigation measures possible.	
	distinctiveness of		, i	
	landscape		Significant Negative Impact (Development	
	character?		conflicts with landscape character, with	
	Silaraciói.		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	
			infrastructure required to connect the	
	1			

			proposed development would add further		
			damage.		
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. Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - The form, scale and character of the proposal is likely to be at odds with 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		
			further damage.		
Green Belt	What effect would the development of this site have on Green Belt		GREEN = No impact or Minor positive impact on Green Belt purposes		
11 %	purposes?		AMPED ON A STATE OF		
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) – site forms an important part of the setting of three Conservation Areas, one Grade II* and a number of Grade II Listed Buildings, two Scheduled Monuments and contains significant archaeology potential. Several historic environment constraints and 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 CHANGE				
Renewables	Will it support the use of renewable energy resources?		DARK GREEN = Development would create significant additional opportunities for renewable energy.		

<u> </u>		
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
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 proposes provision of open space as part of the development.
How far is the		GREEN = <1km
nearest outdoor		
		Assumed provision on site.
		GREEN = <400m
for children and teenagers?		Assumed provision on site.
Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
How far is the site from the nearest District or Local centre?		G = 400m Centre point of site beyond 1,000m of nearest existing centre. Assume new centres developed as part of site.
How far is the site from edge of defined Cambridge City Centre?		R = >800m
How far is the nearest health centre or GP service?		G = <400m Assume provision on-site
Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs		AMBER = No impact on facilities (or satisfactory mitigation proposed). 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
	Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor sports facilities? How far is the 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 District or Local centre? How far is the site from edge of defined Cambridge City Centre? How far is the nearest District or Local centre? Will it improve quality and range of key local services and facilities including health, education and leisure (shops,	H AND WELL BEING Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor sports facilities? How far is the 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 District or Local centre? How far is the site from edge of defined Cambridge City Centre? How far is the nearest health centre or GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs

		Later to the state of the state
		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?	<u>'</u>
		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.
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	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
		centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	DARK GREEN= Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	
	or deliver new	Development would support additional
1.171177	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	A company of the second of the
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications infrastructure and	Electricity is not supportable from existing
	broadband?	network.
	broadbaria:	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.
		Troodic remotestions.
		Significant infrastructure upgrades will be
		required to the WWTW and sewerage
		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 can be adequately addressed
		through on-site provision.
		through on-site provision.
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assume provision on site
Distance:	How far is the	Assume provision on site. G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide new)
TRANSPORT	1 0000	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	Existing routes form Granta Park to
	accessible near to	Cambridge.
	the site?	Mould require a significant level of trace
		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	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
		If the improvements below were achieved.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	Total appro of 17
Score (SCDC)	been developed to consider access to	Total score of 17
	and quality of	UPDATE: Score changed from 14 to 17 -
	public transport,	revised for consistency with other major
L	1 - 3.5	in the second of

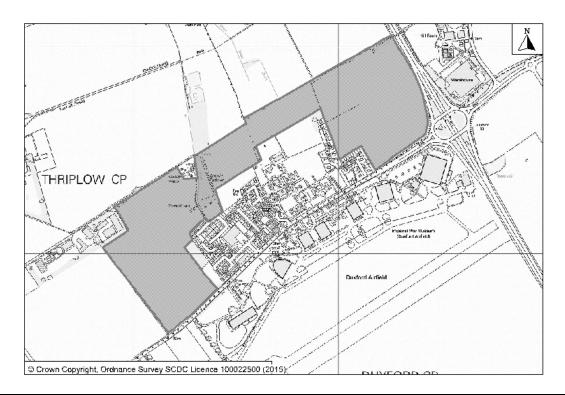
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	and cycling. Scores	sites with new public transport provision)
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		
station		UPDATE: New settlement would require
		dedicated public transport provision through
		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		
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
Public		G = 21 to 30 minutes (4)
transport		
journey time to		29 Minutes from Hinxton Bus stop to
City Centre		Cambridge.
July John C		Cambridge.
		Promoter indicated potential to extended
		guided bus network, which could reduce
		journey time, but impact unknown.
Distance for		A = 10km to 15 km (3)
cycling to City		A = 10kiii (0)
Centre		8.86km ACF from the centre of the site to
Contro		Saffron Walden Market.
		Camon Walden Warket.
		12.98km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	K = 2000iii
Station	proposed train	1,926m to Whittlesford Station.
Otation	station?	1,02011 to Winthestord Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
, 100033	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	magadon.
	available capacity?	No capacity constraints identified that
	available capacity!	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
		- a less sustainable proposal could result in
		substantial impacts on these routes. The
		local highway authority would expect
		provision of at least two accesses, possibly
		three, which should be possible, alongside
Non Ori	MEH is we also d	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 or cycling facilities?	Would result in significant improvement to 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		
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

	T	
	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		3
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)
		 · · · · · · · · · · · · · · · · · · ·

	T	
		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		LODEEN D
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

	T	ı	
	through delivery of		Neutral impact (existing features retained,
	and access to		or appropriate mitigation possible).
	green		
	infrastructure?		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	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
Lanassaps	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		l
			improvements)
	landscape		
	character?		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.
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
			SHLAA).
	appropriate design and scale of		SHLAA).
Green Belt	development?		AMPED magative impact on Cross Polt
Green Beit	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		_
	(including		Significant Negative Impact on historic
	conservation		Assets (incapable of satisfactory mitigation)
	areas, listed		- Development of the site would significantly
	buildings,		impact on the setting of Duxford Airfield
	registered parks		Conservation Area with its collection of
	and gardens and scheduled		listed buildings. Archaeological potential will
			require further information but it is likely
	monuments)?		appropriate mitigation can be achieved
OLINATE OLIA	NOE		through the development process.
CLIMATE CHA	1		ODEEN Davidson and constitution of
Renewables	Will it support the		GREEN = Development would create
	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 many additional renewable energy options GREEN = Flood Zone 1 / low risk				
Flood Risk Is site at flood risk? 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? Distance: Outdoor Sport Facilities Distance: Play Facilities Gypsy & Traveller Traveller Distance: How far is the nearest play space for children and teenagers? Gypsy & Traveller Distance: How far is the nearest play space for children and teenagers? Distance: District or Local Centre District or Local Centre Distance: City Centre Distance: City Centre? Distance: GP Service Power of the same standards is provided onsite A = 400 - 800m 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. R = >800m				Development would create minor additional
Flood Risk Is site at flood risk? 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? How far is the nearest outdoor sport 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 Traveller and Travellers Distance: District or Local centre? Distance: Other is the nearest District or Local Centre of Pservice? Distance: City Centre? Distance: City Centre? Distance: GP Service and Facilities of Key Local services and facilities (shops, post offices, puts source) and facilities of Key Local and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and reproved in the provision and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				opportunities for renewable energy. A new
Flood Risk Is site at flood risk? 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? How far is the nearest outdoor sport 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 Traveller and Travellers Distance: District or Local centre? Distance: Other is the nearest District or Local Centre of Pservice? Distance: City Centre? Distance: City Centre? Distance: GP Service and Facilities of Key Local services and facilities (shops, post offices, puts source) and facilities of Key Local and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and reproved in the provision and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				settlement of this scale would be expected
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 HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Distance: Play Facilities Distance: Play Facilities Parallities On site provision assumed GREEN = Ambient provision to adopted plan standards is provided onsite				· ·
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 HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: How far is the nearest outdoor sports facilities? Distance: Play Facilities Distance: Play Facilities Green = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space GREEN = <1km On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m On site provision assumed AMBER = No Impact How far is the site from the nearest District or Local centre? Distance: District or Local centre? Distance: City Centre Againty of site would be within 800m of any new local centre developed as part of site. R = >800m R = >				
HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities? Distance: Play Facilities Pacilities Open Space Will it provided onsite GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space GREEN = <1km On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m On site provision assumed AMBER = No Impact AMBER = No Impact AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of needs of Gypsies and Travellers and Travellers and Travellers and Travellers and Traveller of the nearest District or Local Centre? Distance: City Centre? Distance: City Centre Pow far is the site from edge of defined Cambridge City Centre? Distance: GP Borvice Pow Facilities Pow far is the nearest health centre or GP service? Key Local Facilities Flood Zone 1 and no drainage issues that cannot be appropriately addressed. GREEN = <1km A = 400 - 800m 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. R = >800m Green the site of the si	Floori Diele			
Cannot be appropriately addressed.	Flood Risk	is site at flood risk?		GREEN = Flood Zone 1 / low risk
Cannot be appropriately addressed.				
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 provision assumed provided onsite provision assumed provision assumed plantards in adopted plan standards is provided onsite provision assumed provision assumed place a provision assumed place pro				Flood Zone 1 and no drainage issues that
Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Play Facilities How far is the nearest play space for children and teenagers? Will it provide for the macrost of Gypsy & Traveller How far is the site from the nearest District or Local Centre Distance: City Centre? Distance: City				cannot be appropriately addressed.
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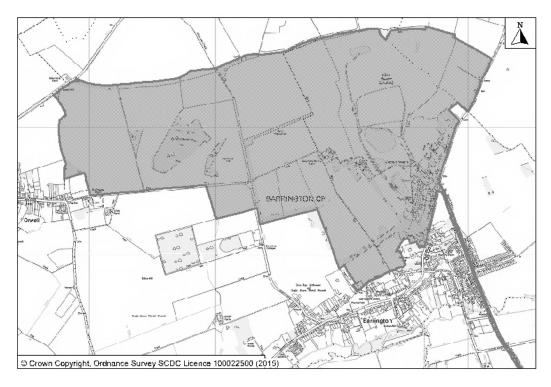
	T	I
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community / village hall or
		improved existing facility is proposed of
		minor benefit (and is viable and
		sustainable). The promoter has indicated
		that the new settlement will be self sufficient
		and sustainable.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	with externing communities
Communico	with existing	
	communities?	
ECONOMY	communico:	<u> </u>
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Jambiluge)	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	
Shopping	Cambridge? Will it protect the	GREEN = No effect or would support the
Shopping	shopping	vitality and viability of existing centres
		Vitality and viability of existing centres
	hierarchy,	Dayalanment would have no offect on
	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?	DED. Olive
Employment -	How far is the	RED = >3km
Accessibility	nearest main	FOLOM ACE from contra of older to Country
	employment	5.9km ACF from centre of site to South
	centre?	Cambridgeshire 017D (Babraham Research
		Campus & Wellcome Trust Genome
Frankriss (Manda	Campus)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Development would support minor
	or deliver new	additional employment opportunities. It is
	employment land?	proposed that the new settlement be a
		mixed use community therefore this would
		mitigate the loss of employment as a result
11000	AAPH to t	of developing the airfield site.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate

	in key community	mitigation
Education Capacity	services and infrastructure, including communications infrastructure and broadband? Is there sufficient education capacity?	Major utilities Infrastructure improvements required, but constraints can be addressed. 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. The sewage network is at capacity. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues be adequately addressed
Distance	Llow for in the	D
Distance: Primary	How far is the nearest primary	R = >800m
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 Village College.
TRANSPORT		- 9 9-
Cycle Routes	What type of cycle routes are accessible near to the site?	DARK RED = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.
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	Scoring	AMBER = Score 10-14 from 4 criteria below
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 10
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)

Public		
Transport		New settlement would have at least a 20
Transport		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		Hourly Service
Public		RR= Greater than 50 minutes (0)
transport		
journey time to		55 Minutes from Cambridge
City Centre		A 401 / 451 /0)
Distance for		A = 10km to 15 km (3)
cycling to City Centre		11.48km ACF from the centre of the site to
Centre		Royston Market.
		Noyston 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	
Station	proposed train	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, where there is	No consoity constraints identified safe
	available capacity?	No capacity constraints identified, safe access can be achieved. The promoter has
	avaliable capacity?	stated that the development would result in
		increased bus service.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	,
	safer for public	The Highway Authority will require new
	transport, walking	development to provide or contribute to the
	or cycling facilities?	provision of infrastructure to encourage
		more sustainable transport links both on
		and off site. Provision or contribution from
		this site would result in minor improvement
		to public transport, walking or cycling
		facilities.

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

Мар:



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		
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	(0 1 (10) 11 1 (1
	agricultural land?	(Grades 1 and 2) - Majority of very large site is Grade 2 but a belt of Grade 3 runs through the middle of the site where the chalk is underlying.
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. Site allocation for chalk adjacent to existing quarry area. Around existing quarry and allocation is a waste consultation area. A quarter of the site is a safeguarding area for chalk in the Minerals and Waste LDF.
POLLUTION	T	
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. 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.
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 some neighbouring uses. Concerns at noise from adjoining Barrington Hall that has entertainment events - could mitigate since very large site by having buffer to protect residential uses on site from noise. Also concerns at noise and malodour from nearby farms - bringing this closer to residential areas - need for buffer zones. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.

r _		
Contamination	Is there possible contamination on	AMBER = Site partially within or adjacent to an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	ti lo dito.	proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		benefits subject to appropriate miligation)
		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
		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
DIODIVEDCITY	,	Sustainable Drainage Systems (Suds).
BIODIVERSITY		AMPED Contains or is adiscent to an
Designated Sites	Will it conserve	AMBER = Contains or is adjacent to an
Siles	protected species and protect sites	existing site designated for nature conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	appropriate mitigation
	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
,	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	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
TDO	Aro there trees on	arable farmland.
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)?		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.
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. Promoters have mentioned that a new country park would be included in the development of the site.
	TOWNSCAPE AND C	ULTURAL H	
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. 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
Townscape	Will it maintain and		rural in character. AMBER = negative impact on townscape
·	enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		character, incapable of mitigation. Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation). 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 Belt purposes?		GREEN = No impact or Minor positive impact on 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 (including conservation		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 Significant Negative Impact on historic Assets (incapable of satisfactory mitigation)

	T	
	areas, listed	- Setting of four conservation areas would
	buildings,	be affected by development of this site.
	registered parks	Southern boundary of site adjoins
	and gardens and	Barrington Conservation Area.
	scheduled	, and the second
	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 CHA	NGE	development process.
Renewables	Will it support the	GREEN = Development would create
	use of renewable	additional opportunities for renewable
	energy resources?	energy.
	chergy resources:	chergy.
		Development would create minor additional
		·
		opportunities for renewable energy. A new
		settlement of this scale would be expected
		to include many additional renewable
Flood Distr	le site at the art wint of	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.
	TH AND WELL BEING	
Open Space	Will it increase the	DARK GREEN = Development would create
	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
		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	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space	
	for children and	On site provision assumed
	teenagers?	2 2 2 2 4.00411104
Gypsy &		AMBER = No Impact
V D U V LI	I Will it provide for	/ WIDER - NO IMPAUL
	Will it provide for the	·
Traveller	the	·
	the accommodation	·
	the accommodation needs of Gypsies	
	the accommodation needs of Gypsies and Travellers and	
	the accommodation needs of Gypsies and Travellers and Travelling	
Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	D
	the accommodation needs of Gypsies and Travellers and Travelling	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
D: / O:/		required to serve a new settlement.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	2 100
Distance: GP	How far is the	G = <400m
Service	nearest health	On all a manufation and and
	centre or GP	On site provision assumed
IZ a sala a a a l	service?	ODEEN Novelearly 1966 and to a long and the
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	New facilities or improved existing facilities
	facilities including	'
	health, education	are proposed of minor benefit. Promoter has indicated that the settlement will be a
	and leisure (shops, post offices, pubs	
	etc?)	sustainable new development and also that it will be providing facilities for those that live
	eic:)	,
Community	Will it encourage	in close proximity to the new community. GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
racillues		replacement / appropriate mitigation
	engagement in community	possible
	activities?	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	
	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

		1	
	shopping		vitality and viability of existing centres
	hierarchy,		Davidan mantanantilla ana ara affact an
	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 local centres?		sufficient sustainable community.
Employment -	How far is the		RED = >3km
Accessibility	nearest main		NED = 20Mil
7 tooocolomity	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
20.10	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. 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		
	infrastructure,		Major utilities Infrastructure improvements
	including		required, but constraints can be addressed.
	communications		There is insufficient anara mains water
	infrastructure and broadband?		There is insufficient spare mains water
	broadbarid?		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.
			Within the 2016 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	nearest secondary		provide new)
School	school?		

		On Site provision assumed
TRANSPORT		On Site provision assumed
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Cycle Roules	routes are accessible near to	Would require a significant level of transport
	the site?	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	Total score of 14
	and quality of public transport, and cycling. Scores determined by the	
	four criteria below.	
Distance: bus stop / rail		0 = Within 800m (3)
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		G = 21 to 30 minutes (4)
transport		
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

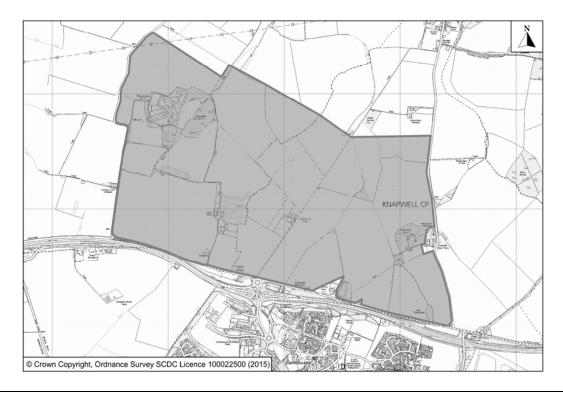
		traffic management measures would be
		required to mitigate the impact of
		development traffic upon local communities.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	·
	safer for public	The Highway Authority will require new
	transport, walking	development to provide or contribute to the
	or cycling facilities?	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.

Site Information				
Development Sequence	New Settlement			
Site reference number(s): SC265 REVISED DEVELOPER PROPOSAL				
O 14 41 D 6 1 N/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
. 52	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? Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with		RED = Significant adverse impacts 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.
Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with		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,
Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with		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,
uses)? Is there possible contamination on the site?		and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate. GREEN = Site not within or adjacent to an area with a history of contamination
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).
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.
Would development reduce habitat fragmentation, enhance native species, and		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Minor negative impact as loss of farmland
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Is there possible contamination on the site? Will it protect and where possible enhance the quality of the water environment? Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) Would development reduce habitat fragmentation,	Is there possible contamination on the site? Will it protect and where possible enhance the quality of the water environment? Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) Would development reduce habitat fragmentation, enhance

	help deliver habitat		and severance of hedgerows. Some
	restoration (helping		opportunities for habitat enhancement.
	to achieve		
	Biodiversity Action		Segregated bus priority measure between
	1		
	Plan targets, and		the junction of the A428/A1303 and the
	maintain		M11, planned to secure wider benefits
	connectivity		would also be required to serve this site,,
	between green		may affect ancient woodland and BAP
	infrastructure)?		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		AMBER = Any adverse impact on protected
''	site or immediately		trees capable of appropriate mitigation
	adjacent protected		There are a considerable number of trees
	by a Tree		with Tree Preservation Orders within the
	Preservation Order		site area, including Knapwell Wood.
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		(Score changed from Amber to Green)
	and access to		
	green		With the larger site, proposer suggests
	infrastructure?		delivery of a network of green routes with
	i i i i a a a a a a a a a a a a a a a a		access to landscaped parkland. Retain and
			enhance Elsworth Wood SSSI & RSPB
			Farm. Creation of a web of new multi-
			functional Green Infrastructure, including a
LANDOGADE			country park.
	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		
	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.
			Due majoritus magazuman arad assalinas arad
			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 townscape	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of development?	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 Belt purposes? Will it protect or	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. AMBER = Site contains, is adjacent to, or
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	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 Neutral impact (existing features retained, or appropriate mitigation possible). The site will have an impact on the setting of the 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

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	scheduled	mitigation can be achieved through the
	monuments)?	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
0	\	alleviate the adverse effects.
CLIMATE CHA		LAMBED OF LATER AND A
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	Development and a sector with a section of
		Development could create minor additional
Flood Risk	Is site at flood risk?	opportunities for renewable energy. GREEN = Flood Zone 1 / low risk
FIOOD RISK	is site at 11000 risk?	GREEN = Flood Zone 1 / low risk
		Flood Zono 1 and no drainago issues that
		Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
	⊥ ΓH AND WELL BEING	cannot be appropriately addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Open Space	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided orisite
	space?	Development would create minor
	орасо.	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	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1000m of
	centre?	nearest existing centre.
		.
5.	<u> </u>	New local centre developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	

	City Contro?	
Distance: GP	City Centre? How far is the	G = <400m
Service	nearest health	G = <400111
Service	centre or GP	Existing site at Cambourne over 800m
	service?	Promoter proposes medical facilities on-site,
	SCIVICC:	Would result in a green score.
		Would result in a green score.
		UPDATE: Score changed from Red to
		Green to reflect on-site provision.
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 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
		(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	
	communities?	It will be difficult to view this development an
		extension of Cambourne given the
		separation by the A428, other roads and
FCONOMY		structural landscaping to the south.
ECONOMY	Doos it address	AMPED Not within or adjacent to the 400/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within
(Cambridge)	pockets of income	Cambridge according to the Index of
	and employment deprivation	
	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
FF9	shopping	vitality and viability of existing centres
	hierarchy,	The state of the s
	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	GREEN = <1km or allocation is for or
Employment -		
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	required, but constraints our be addressed.
	infrastructure and	Development of this site is not supportable
	broadband?	• • • • • • • • • • • • • • • • • • • •
	broadbarid?	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	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	constraints can be appropriately miligated
	capacity?	School conscitu not sufficient but
		School capacity not sufficient, but
		significant issues can be adequately
Dietaras	How for to the	addressed.
Distance:	How far is the	G = <400m
Primary	nearest primary	A accompany and distance and after
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.
TRANSPORT	•	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	

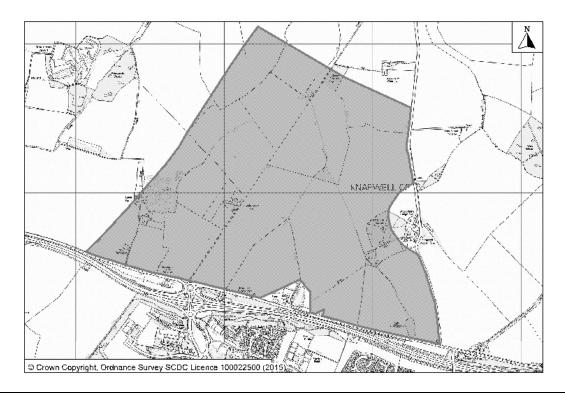
		1
	accessible near to the site?	TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for 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.
		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.
		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 public transport scheme.
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
	, and the second	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 Transport	Scoring mechanism has	GREEN = Score 15-19 from 4 criteria below
Score (SCDC)	been developed to consider access to	Total score 16
	and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: Score changed from Amber to Green to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail		GG = Within 400m (6)
station		UPDATE: Score changed from Amber to Dark Green
L	1	

<u> </u>	1	
		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: Railway	How far is the site from an existing or	R = >800m
Station	proposed train station?	12,634m ACF from centre of the site to St Neots 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?	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 sustainable transport links both on and off
	transport, walking or cycling facilities?	site. Provision or contribution from this site
	or byoming radmitted:	would result in minor improvement to public
		transport, walking or cycling facilities.

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?			

	T		
Pollution	Are there potential		RED = Significant adverse impacts
	Odour, light noise		Olaviff and a native invested to an account
	and vibration		Significant negative impacts to or as a result
	problems if the site		of the development that are incapable of
	is developed, as a		mitigation. The site is close to commercial
	receptor or		and industrial units and the Motocross site,
	generator		and offsite mitigation is likely to be required.
	(including		Some possible noise and vibration from
	compatibility with		A428 which should be possible to mitigate.
	neighbouring		
	uses)?		
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
	enhance the quality		
	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		•	
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. The site is adjacent to
	(Including		Knapwell Roadside Verge CWS and
	International and		Knapwell Wood CWS. Brockley End
	locally designated		Meadow CWS lies 540m to the west of the
	sites)		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		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		Minor negative impact as loss of farmland
	help deliver habitat		and severance of hedgerows. Some

s priority measure between
the A428/A1303 and the
o secure wider benefits as
, may affect ancient
BAP priority habitats. If works
carried out on line this might
of the adverse effects.
adverse impact on protected
of appropriate mitigation
appropriate miligation
nsiderable number of trees
ervation Orders within the
ding Knapwell Wood.
ignificant opportunities or
green infrastructure capable
mitigation
ould create minor
or new Green Infrastructure.
ng associated with
f this site will create access
n space within and on the
velopment.
ant negative impact on
acter, no satisfactory
sures possible.
•
ative impact (development
indscape character, with
ative impacts incapable of
e to its elevation and open
elopment on this site would
It skyline when viewed from
nd roads. The scale of the
nd types of buildings
d be very difficult to integrate
d be very difficult to integrate ndscape. The deeply rural
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d be very difficult to integrate indscape. The deeply rural sapwell would be urbanised itself completely dominated ment, and the detailed and ape to the north of the site obscured by the asures and cycling and rovements between d Cambridge, planned to enefits would also be we this site. The segregated asure between the junction of

		adverse effects.
Townscape	Will it maintain and	GREEN = No impact (generally compatible,
Townscape	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
	dovolopillone	achieved through the development process.
		acinovou anough are development precessi
		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	Novembline most (existing to the second
	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,	Angle on all gripped in a transfer will are service. from the
	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
	NGE	development process.
CLIMATE CHA Renewables	Will it support the	AMBER = Standard requirements for
17CHEWADIES	use of renewable	renewables would apply
	ase of fellewable	renewables would apply

	000000000000000000000000000000000000000	
	energy resources?	Davelanment could greate miner additional
		Development could create minor additional opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
FIOOD RISK	is site at 11000 risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
ΗΙΙΜΑΝ ΗΕΔΙ Ί	TH AND WELL BEING	carrier be appropriately addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
open opace	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create minor
	орчини.	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	
	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.
		New local centre developed as part of site.
	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Dietones: CD	City Centre? How far is the	D _ > 900m
Distance: GP Service	nearest health	R = >800m
OCI VICE	centre or GP	Assumed served by existing site at
	service?	Cambourne.
	SCIVICE!	Cambounie.
		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	
	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?)	

0 "	1 A PH 24	ODEEN D. I
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
		(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	
	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	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
	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	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,	Development would support minor
	or deliver new	additional employment opportunities.
	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	

	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
	. ,	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:	How far is the	A =1 to 3 km
Secondary School	nearest secondary 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		
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	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
	Quality Public Transport (at edge of site)?	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 consider access to	Total score 16.
	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 four criteria below.	
	loar criteria below.	
Distance: bus stop / rail		GG = Within 400m (6)
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 Public		G = 20 minute frequency (4)
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

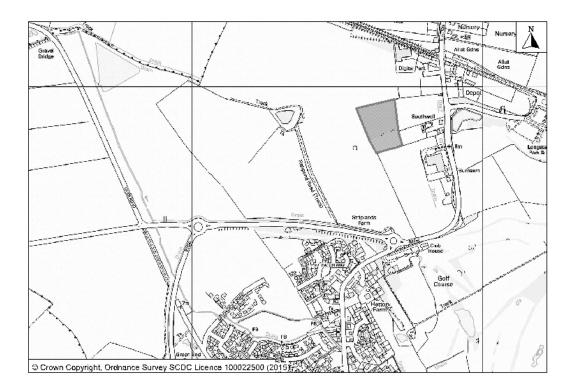
		Plan).
		1 IGI1).
		(Currently Citi 4 - 20 minute Frequency (+))
Public		A = 31 to 40 minutes (3)
transport		
journey time to		35 minutes from bus stop to the centre of
City Centre		Cambridge.
		UPDATE: Potential to achieve journey time
		benefits from City Deal A428 scheme, but
		uncertainty how this 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		,
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	12 624m ACE from control of the cita to St
Station	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	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is available capacity?	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.
		UPDATE: A428 Caxton to Blackcat is
		identified in the Road Investment Strategy:
		Investment Plan - Department for Transport
Non-Car	Will it make the	(December 2014) AMBER = No impacts
Facilities	transport network	AMBER - No Impacto
	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.
L	ļ	transport, waiking or cycling lacillities.

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)

Map:



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		
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

	(1)	
	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.
DOLL LITION		would not have a negative impact.
POLLUTION		LOBERT MILL I
Air Quality	Would the	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. Close to the Councils' Air
	or an quanty:	·
		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	GREEN = >1,000m of an AQMA, M11, or
AQIVIA		A14
	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?	a.oa mara motory of oornamination
Motor		CDEEN - No impact / Canable of full
Water	Will it protect and where possible	GREEN = No impact / Capable of full
		mitigation

	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		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	infrastructure)? Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to 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.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HE	
Landscape	Will it maintain and		AMBER = negative impact on landscape

	T	
	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
Townsoapo	enhance the	character, incapable of mitigation.
	diversity and	character, moapable of mitigation.
	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
	ac voiopinioni.	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
		horizons and landscape features retained.
Green Belt	What effect would	·
GIEEN DEN		GREEN = No impact or Minor positive
	the development of this site have on	impact on Green Belt purposes
	Green Belt	
Horitogo	purposes?	CDEEN - Site door not contain as adiain
Heritage	Will it protect or enhance sites,	GREEN = Site does not contain or adjoin
	•	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	

•			
	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	NGE		
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	ì	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite 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

	Shownoonlo?	
Dietonos	Showpeople? How far is the site	A = 400 - 800m
Distance: District or	from the nearest	A = 400 - 600m
Local Centre	District or Local	Centre point of site boyand 1 000m of
Local Certife	centre?	Centre point of site beyond 1,000m of nearest existing centre. New Local Centres
	Cerille:	planned as part of wider Northstowe
		development would be nearer.
Distance: City	How far is the site	R =>800m
Centre	from edge of	N =2000III
Ochiic	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	1 - 7 0 0 0 m
	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	possible
	activities?	
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing communities?	Now facilities or improved existing facilities
	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		T 22 See Sand Pasing Sport Spaces
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

		size will be taken into assert
D : 4		size will be taken into account.
Distance: Primary School	How far is the nearest primary school?	A = 400 - 800m 1,052m ACF from centre of site to Hatton Park School, but closer to a planned Northstowe primary school.
Distance: Secondary School	How far is the nearest secondary school?	A = 1- 3km 3.6km ACF from centre of site to Swavesey Village College, but significantly closer to planned Northstowe Secondary school.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.
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	GREEN = Score 15-19 from 4 criteria below
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 19
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 Public Transport		GG = 10 minute frequency or better (6)
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		Guided Busway - 23 Minutes to Cambridge;
		Guided Busway - 10 Minutes to St. Ives.)
Distance for cycling to City Centre		A = 10km to 15 km (3) 8.84km ACF from the centre of the site to St. Ives Market.
		10.77km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train	R = >800m 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.

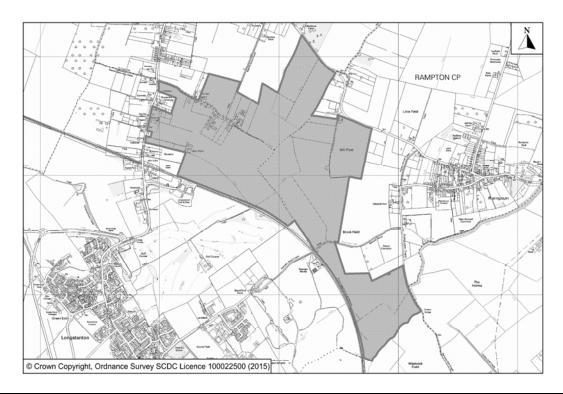
Site Information	
Development Sequence	New Settlement (part of)
Site reference number(s): SC27/	

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 to the loss of the best and most versatile agricultural land?	AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - large site but small part Grade 2. Half of the site is Grade 3a.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. Approximately 1/3 of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION	-	
Air Quality	Would the development of the	GREEN = Minimal, no impact, reduced impact
	sites result in an adverse impact/worsening of air quality?	Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. 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 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. The site in close proximity to the B1050 to the west and the CGB to the south & Longstanton P&R - traffic / transport noise will need assessment. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible noise and malodour from nearby farms that may coexist as proposals would be closer than existing residential, but no history of complaints. There is a sewage treatment works with open trickle beds is in close proximity to the west, offsite near BrookField associated with old barracks and existing housing etc. However, this is no

Contamination Is there possible contamination on the site? Site is adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Water Will it protect and where possible enhance the quality of the water environment? BIODIVERSITY BIODIVERSITY			
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) Site is adjacent to guided busway (old rallway line) and may have contaminated land. Potential for minor benefits through remediation of minor contamination of REEN = No impact / Capable of full mitigation Water Will it protect and where possible enhance the quality of the water environment? Water Will it conserve management of the water environment? BIODIVERSITY Designated Sites Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) 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)? TPO Are there trees on site or immediately in a protected trees AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to achieve benefits subject to appropriate to achieve and maintain connectivity between green infrastructure)? GREEN = No impact / Capable of full mitigation of minor contamination on a neutral impact area. Assumptions for a neutral impact are that that existing features or network links but capable of appropriate mitigation will be achieved through the development process. GREEN = Site does not contain or adjoin any protected trees			longer operational. Assumption is that most
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)			
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) Site is adjacent to guided busway (old railway line) and may have contaminated land. Potential for minor benefits through remediation of minor contamination of Mere possible enhance the quality of the water environment? BIODIVERSITY Designated Sites Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) BIODIVERSITY Designated Sites BIODIVERSITY Designated Sites Will it conserve protected species and protect sites designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts. Roo 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)? The Are there trees on site or immediately any protected trees 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 green species, or local area will be developed as green species, or local area will be developed as green species, or local area	0 (' ('	La da ana mana hala	
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			•
		1	

	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 links to the
			byway and footpath across the southern
			part of the site that links the villages of
			Longstanton and Rampton and to bridleway
			along the Guided Busway.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	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) - 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
	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 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 daga not contain or adiain
Heritage	Will it protect or enhance sites,	GREEN = Site does not contain or adjoin such buildings, sites or features, and there
	features or areas of	
		is no impact to the setting
	historical,	Neutral impact (existing features retained,
	archaeological, or cultural interest	or appropriate mitigation possible).
	(including conservation	Archaeological potential will require further
		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	
CLIMATE CHA	monuments)?	
Renewables	Will it support the	DARK GREEN = Development would create
Reflewables	use of renewable	significant additional opportunities for
		• • • • • • • • • • • • • • • • • • • •
	energy resources?	renewable energy.
		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
		sustainability standards.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
1 1000 TKISK	is site at flood fisk:	ONEEN = 1 1000 Zone 17 10W 113K
		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.
HUMAN HFAI 7	TH AND WELL BEING	T Will the need flort potential.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Sport Opade	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create minor
	ορασο:	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	OILLIN - VIKIII
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities		ONLLIN - NOUIII
i aciiili c s	nearest play space	

	1, 1,11	I
	for children and	Assumed provision on site
0	teenagers?	AMPED. No loss of
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	(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	Approximately 1,800m to Longstanton
	service?	Surgery, Northstowe provision nearer in the
		longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
1 domaio	of key local	causiaciony manganom propossayi
	services and	New facilities or improved existing facilities
	facilities including	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
	Cio:)	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
raciiilles		
	engagement in	replacement / appropriate mitigation
	community activities?	possible
	activities?	Now facilities or improved existing facilities
		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
		these will largely serve new residents.
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?	The development would be separated from

	T	
		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 = <400 m
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
lo thoro I liab		along the busway.
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 public transport, and cycling. Scores determined by the four criteria below.		Total score of 17
		GG = Within 400m (6)
		- Widini 100iii (0)
		Development of this scale would required new bus routes through the development.
	education capacity? 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	education capacity? 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		G = 20 minute frequency (4)
Public		
Transport		
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		
Distance for		0 = 10km to 15 km (3)
cycling to City		40.4.4lum ACE frame that accuting of the city to
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	R = >800m
Railway	from an existing or	
Station	proposed train station?	9,452m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
Access	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Thing all of the
	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.

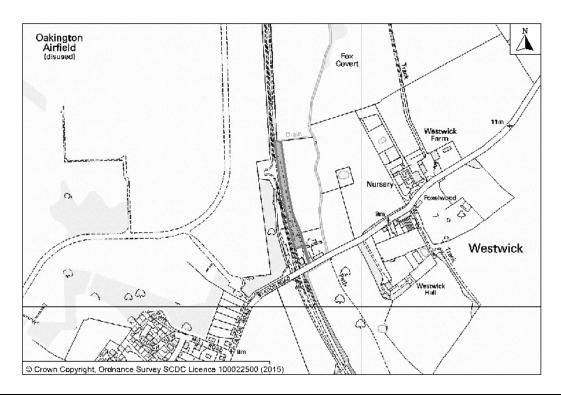
Site Information	
Development Sequence	New Settlement
Site reference number(s): SC275	

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		

	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
IVIII ICI ais	sterilisation of		
			safeguarded area.
	economic mineral		
DOI: 1.1171011	reserves?		
POLLUTION	T	ı	
Air Quality	Would the		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
7 (3,11)	near to an AQMA,		A14
	the M11 or the		
	A14?		
Pollution	Are there potential		RED = Site lies near source of air pollution,
1 Ollution			or development could impact on air quality,
	Odour, light noise and vibration		
			significant adverse impacts
	problems if the site		NAPH CONTRACTOR OF THE CONTRAC
	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
			and vibration impacts are paramount
			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)
			bononio subject to appropriate miligation)
			Site is adjacent to the guided busyes (old
			Site is adjacent to the guided busway (old
			railway) & previous military land and was commercial use. Potential for minor benefits
30/ /	AAPH '		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		,
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.
Green Infractructure	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 or loss of existing green infrastructure conclusions.
Infrastructure	access to wildlife and green spaces, through delivery of and access to green infrastructure?		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.
•	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - This pattern of development would be totally alien and out of keeping with the existing

Townson	Will it posints in and		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
	(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		1	
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
ΗΙΙΜΑΝ ΗΕΔΙ	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 Development would create minor opportunities for new public open space as the promoter includes allotments or recreation ground as part of the
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		development 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

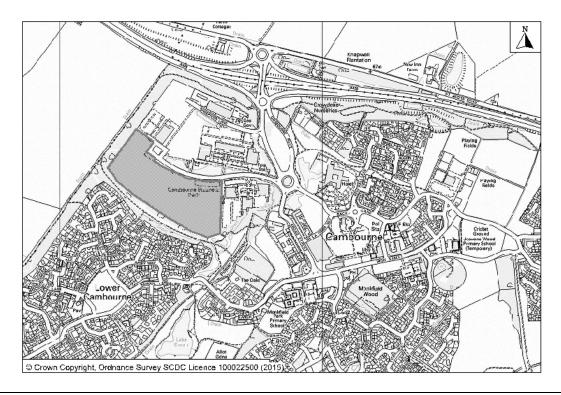
	community activities?	possible
	activities:	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	
	communities?	Poorly related to Northstowe (separated by
ECONOMY		Guided Busway) or Westwick.
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(community)	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
Employment	How far is the	on other centres. AMBER = 1-3km
Employment - Accessibility	nearest main	AIVIDER = 1-3KIII
Accessionity	employment	2.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
		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
Utilities	employment land? Will it improve the	A2 & B1 employment uses. GREEN = Existing infrastructure likely to be
Oundes	level of investment	sufficient
	in key community	Samoon
	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	within the zone were to be developed. The
	broadband?	WWTW is operating close to capacity and
		the sewerage network is at capacity and

		both will require mitigation
Education	le then secution	both will require mitigation.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	Inquifficient appre school ages site but
		Insufficient spare school capacity but
Distance	Harri famila (b.a.	potential for improvement to meet needs.
Distance:	How far is the	R = >800m
Primary	nearest primary	000m ACE from control of site to Only store
School	school?	908m ACF from centre of site to Oakington
Distance	Hamie the	Primary School.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	2 Clare A CE from control of city to Impring to a
School	school?	3.6km ACF from centre of site to Impington
TRANSPORT		Village College.
TRANSPORT	1100	LODEEN OUT THE THE
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
LIODT		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
0 () 11	of site)?	DARK ORFEN. O. 40.05
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	T
Score (SCDC)	been developed to	Total score of 20
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
Distance bus	four criteria below.	00 M/this 400 m (0)
Distance: bus		GG = Within 400m (6)
stop / rail		200m ACE from the equation of the city to the
station		206m ACF from the centre of the site to the
Гиа ж		nearest guided busway stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		Cuided Buoway 40 Minute Comice
Transport		Guided Busway - 10 Minute Service.
Public		G = 21 to 30 minutes (4)
transport		Cuided Busyess 22 Minutes to Combridge
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		Guidad Busway 10 Minutes to St. Ivas
Diotopoo for		Guided Busway - 10 Minutes to St. Ives.
Distance for		G = 5km to 10km (4)
cycling to City		11 Ollow ACE from the centre of the cite to
Centre		11.91km ACF from the centre of the site to
		St. Ives Market.
		7 40km ACE from the centre of the cite to
		7.49km ACF from the centre of the site to
Diotoras	How for in the site	Cambridge Market.
Distance:	How far is the site	R = >800m

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

Мар:



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.

Site name/address: Land at Cambourne Business Park

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				
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	

versatile		aita but all Crade C
	.do	site but all Grade 2.
agricultural lar		ODEEN. Cita is not within an allocated on
Minerals Will it avoid the	е	GREEN = Site is not within an allocated or
sterilisation of		safeguarded area.
economic min	erai	
reserves?		
POLLUTION		LODEEN MILL I I I
Air Quality Would the	6.41	GREEN = Minimal, no impact, reduced
development of		impact.
sites result in a	an	Barratan na anti-milliothata inoma at an ain
adverse	•	Development unlikely to impact on air
impact/worser	ning	quality. Site lies in an area where air quality
of air quality?		acceptable.
AQMA Is the site with		GREEN = >1,000m of an AQMA, M11, or
near to an AQ		A14
the M11 or the		
A14?	d. I	ODEEN N
Pollution Are there pote		GREEN = No adverse effects or capable of
Odour, light no	oise	full mitigation
and vibration	aita	Davidania at a manatikla with a siakh awisa
problems if the		Development compatible with neighbouring
is developed,	as a	uses. Need to ensure that the commercial
receptor or		and residential uses are compatible; this
generator		should be possible through mitigation but
(including	iith	may require restrictive operational controls.
compatibility w	/ith	
neighbouring uses)?		
Contamination Is there possible	No.	GREEN = Site not within or adjacent to an
contamination		area with a history of contamination
the site?	OII	area with a history of contamination
Water Will it protect a	and	GREEN = No impact / Capable of full
where possible		mitigation
enhance the q		Imagadon
of the water	dailty	Development unlikely to affect water quality.
environment?		Assumptions for a neutral impact are that
GHVII GHIMGHE.		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	e	GREEN = Does not contain, is not adjacent
Sites protected spec		to designated for nature conservation or
and protect sit		recognised as containing protected species,
designated for		or local area will be developed as
nature		greenspace. No or negligible impacts.
conservation		
interest, and		
geodiversity?		
(Including		
International a	nd	
locally designation		
sites)		
Biodiversity Would		AMBER = Development would have a

	development reduce habitat fragmentation, enhance		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		Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
	between green infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife		AMBER = No significant opportunities or loss of existing green infrastructure capable
	and green spaces, through delivery of and access to		of appropriate mitigation Neutral impact (existing features retained,
	green infrastructure?		or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation
			measures would be achieved through the development process.
LANDSCAPE, 7	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
	character?		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.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of 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.
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	
	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.
		Flood Zono 1 and no drainage issues that
		Flood Zone 1 and no drainage issues that
	⊥ ΓH AND WELL BEING	cannot be appropriately addressed
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Open Space	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided orisite
	space?	Neutral impact (existing features retained or
	эрасс:	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	ONLEW - CIVILI OF OURSIDE PROVISION
Facilities	sports facilities?	0.5km ACF from centre of the site to Lower
i aciiilicə	aporta iacilitica:	Cambourne Green.
Distance: Play	How far is the	AMBER = 400 -800m
Facilities	nearest play space	AMDEN - 400 -000III
i aciiiles	for children and	554m ACF from centre of the site to Lower
	teenagers?	Cambourne Green.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	ANIDEN - NO IIIIPAUL
ITAVEIIGI	accommodation	No effect on pitch or plot provision.
	needs of Gypsies	ווט פוופטנ טוז אונטוז טו אוטג אוטעואטוו.
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
	from the nearest	A = 400 - 000111
	TOTAL THE HEATEST	
District or		625m ACE to Combourns Lieb Ctroot
Local Centre	District or Local centre?	 635m ACF to Cambourne, High Street

	T	
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	R = >000111
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).
	of key local	- cameration of the second
	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 activities?	possible.
	activities:	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and local centres?	which include retail, offices, or leisure uses.
Employment -	How far is the	RED = >3km
Accessibility	nearest main	NED - ZONIII
, tooosibility	employment	3.3km ACF from centre of site to South
<u> </u>	p5,o	sistant ter mem control of one to count

	centre?	Cambridgeshire 008A (Cambourne
	COTILIO:	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	007 4054 4 4 4 4 4 4 15 11
School	school?	637m ACF from centre of site to Monkfield
D : 4		Park Primary School, Cambourne.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	O Flow ACE from control of city to
		0.5km ACF from centre of site to
TRANSPORT		Cambourne Village College.
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
Cycle Roules	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
	uno ono.	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	
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		GG = Within 400m (6)
stop / rail		33 – Within 188111 (8)

	1	L474 / 40F/0 :
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 = 10km 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	<u>'</u>
	safer for public	
	transport, walking	
	or cycling facilities?	

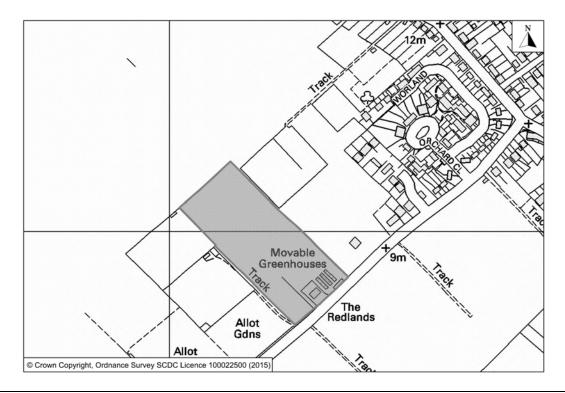
Site Information Development Sequence Rural Centre

Site reference number(s): SC003

Consultation Reference numbers:23 (I&O 2012)

Site name/address: The Redlands, Oakington Road, Cottenham

Map:



Site description: This relatively contained site is located to the south west of Cottenham, slightly adrift of the edge of the village and outside the village framework. The land is currently has one residential property towards the front of the site together with buildings associated with the former market garden smallholding. The business use ceased in 1996 and the glasshouses were subsequently removed, but some outbuildings remain on the road frontage. The remainder of the site is grassland.

Note: the site has also been submitted as part of a larger site – as site 113

Current use(s): Residential and part of the site was formerly used for market gardening (ceased

Proposed use(s): Residential development

Note: the site does not adjoin the village development framework, however it adjoins another site that does and therefore assessment of this site is conditional on the adjoining site being found to have potential.

Site size (ha): South Cambridgeshire: 2.87 ha

Potential residential capacity: Site capacity 65 dwellings (30dph)

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

Γ	T	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - small
	versatile	site but all Grade 1.
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	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	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	1 0
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some minor to moderate additional
	receptor or	road traffic noise generation impact on
	generator	existing residential due to development
	(including	related car movements but dependent on
	compatibility with	location of site entrance.
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		ganon,
		A small part of the site was formerly used
		for market gardening and may have
		contaminated land. 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	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
	GHVIIOHIHEHL!	measures will achieved through the
		development process, e.g. as part of
BIODIVEDSITY	,	Sustainable Drainage Systems (Suds).
BIODIVERSITY		

Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
Oilos	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		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	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		domorou amough are dovelopment process.
	Plan targets, and		
	maintain		
	connectivity		
	1		
	between green infrastructure?)		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
IFO			<u> </u>
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
0	(TPO)?		ANADED No significant appearant with a second
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
			development process.
LANDSCAPE, 1	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		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		·
	character?		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
	<u> </u>		and the state of t

			and the second discount of the second of the
	1 A MILLS		achieved through the development process.
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		incompatible with linear street pattern
	appropriate design		characteristic of approach roads into
	and scale of		Cottenham.
	development?		
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		' '
	scheduled		
	monuments)?		
CLIMATE CHA			
Renewables	Will it support the		AMBER = Standard requirements for
	use of renewable		renewables would apply
	energy resources?		11,7
Flood Risk	Is site within at		GREEN = Flood Zone 1 / low risk
	flood risk?		
			Flood Zone 1 and no drainage issues that
			cannot be appropriately addressed.
HUMAN HEAL	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?		
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		0.7km ACF from centre of the site to
	aporto idollitico.		Cottenham Recreation Ground.
Distance: Play	How far is the		AMBER =400 -800m
Facilities	nearest play space		ANDLIX -TOO OOOIII
i dominos	for children and		763m ACF from centre of the site to
	teenagers?		Cottenham Recreation Ground
Gypey 8			AMBER = No Impact
Gypsy & Traveller	Will it provide for		AMBEN = NO IIIIPAGI
Havellel	the		

	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R =>800m
District or	from the nearest	
Local Centre	District or Local	1,107m from the centre of the site to a point
	centre?	along the High Street / B1049. Services and
		facilities run a long way along Cottenham
		High Street.
Distance: City	How far is the site	R =>800m
Centre	from edge of	11 -2 000111
Contro	defined Cambridge	
	City Centre?	
	Oity Certife:	
Distance: GP	How far is the	R =>800m
Service	nearest health	, 500111
00.7.00	centre or GP	1,188m ACF from centre of site to the
	service?	Cottenham Surgery.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
racillues	of key local	Salistacioty miligation proposed).
	-	No facilities last and no new facilities
	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?)	000000
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?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	
	with existing	The site does not adjoin the village
	communities?	development framework, however it adjoins
		another site that does and therefore
		assessment of this site is conditional on the
		adjoining site being found to have potential.
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	:p.o = opo = 0.0.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	

	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
		indicator is likely to apply particularly to sites
	of Cambridge,	
	town, district and	which include retail, offices, or leisure uses.
	local centres?	555
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
	employment	4.1km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
		Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	CDEEN - Existing infrastructure likely to be
Otilities	•	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	
	services and	Development can use existing capacity in
	infrastructure,	utilities infrastructure. However, there is
	including	insufficient spare mains water capacity
	communications	within the distribution zone to supply the
	infrastructure and	number of proposed properties which could
	broadband?	arise if all the SHLAA sites within the zone
		were to be developed. The sewerage
		network is approaching capacity and will
		require investigation and possibly mitigation.
Education	Is there sufficient	RED = School capacity not sufficient,
Capacity	education	constraints cannot be appropriately
Capacity	capacity?	mitigated.
	capacity:	miligated.
		UPDATE: The SHLAA update records that
		there is no capacity to further extend the
		·
		primary school. Development of this scale
		would not be sufficient to deliver a new
		primary school.
		(Score changed from Green to Red.)
Distance:	How far is the	A =400 - 800m
Primary	nearest primary	
School	school?	742m ACF from centre of site to Cottenham
		Primary School.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		0.9km ACF from centre of site to Cottenham
		Village College.
TRANSPORT	1	
INAMOFUNI		

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. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling
		facilities.
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
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 15.
Distance: bus stop / rail station		G = Within 600m (4) 474m ACF from the centre of the site to the nearest bus stop.)
Frequency of Public Transport		G = 20 minute frequency (4)
Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		37 Minutes from Cottenham to Cambridge
Distance for cycling to City Centre		G = 5km to 10km (4) 8.55km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market. R = >800m
Railway Station	from an existing or proposed train station?	6,227m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe access to the highway network,	GREEN = No capacity / access constraints identified that cannot be fully mitigated
	where there is available capacity?	No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might

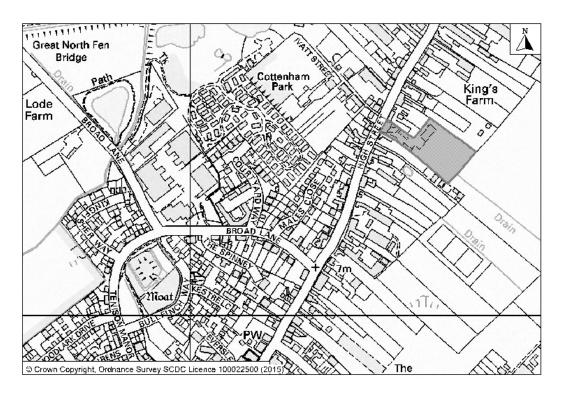
		bi re A ca no se	easonably be accommodated by the A14, but limitations on the county's network could esult in localised diversionary trips on the 14 and M11 and this in turn may limit the apacity of these routes to accommodate ew development. Conversely, these ettlements are reasonably likely to be able to be served by public transport or non-notorised modes.
Non-Car	Will it make the	A	MBER = No impacts
Facilities	transport network safer for public	т	he Highway Authority will require new
	transport, walking		evelopment to provide or contribute to the
	or cycling facilities?		rovision of infrastructure to encourage
	or cycling racinties:		nore sustainable transport links both on
			nd off site. Provision or contribution from
			nis site would result in minor improvement
			public transport, walking or cycling
		fa	icilities.

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC021	

Consultation Reference numbers: 21 (I&O 2012)

Site name/address: Land to the rear of 69 High Street, Cottenham

Мар:



Site description: This relatively contained site lies to the east of Cottenham High Street, partly within and partly outside the village framework. The site comprises residential property fronting directly onto High Street and an area of lawn immediately to rear. A yard area lies behind with two large sheds together with hardstanding. An additional two smaller outbuildings are located along the southern boundary of the site. The remainder of the land to rear of the yard is informal grassland and trees, surrounded by a hedge beyond which is open countryside in agricultural use.

Current use(s): Residential property with garden, and yard with outbuildings to the rear.

Proposed use(s): 20 Dwellings

Site size (ha): South Cambridgeshire: 0.76 ha

Potential residential capacity: 21 dwellings at 30 dph

LAND		
PDL	Would development make use of previously developed land?	AMBER = Partially on PDL Approximately 1/3 of the site is previously developed land - this includes a residential property on the street frontage and the yard to the rear.
Agricultural	Would	GREEN = Neutral. Development would not

	T	
Land	development lead to the loss of the best and most versatile agricultural land?	affect grade 1 and 2 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	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality
AQMA	of air quality? Is the site within or near to an AQMA, the M11 or the A14?	acceptable. 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 would remove various industrial / commercial type uses that creates nuisance, resulting in minor benefits in the local noise climate.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A small part of the site was formerly used as a yard and may have contaminated land. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation 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	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

	nature		greenspace. No or pogligible impacts
	conservation		greenspace. No or negligible impacts
	interest, and		
	-		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		3
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure?)		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	_		any protected frees
	adjacent protected		
	by a Tree		
	Preservation Order		
0	(TPO)?		ANADED No significant agreement with a second
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
			development process.
LANDSCAPE, 1	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (Development
	townscape		conflicts with landscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		loss of significant green backdrop.
	appropriate design		
	and scale of		
	development?		
Townscape	Will it maintain and		RED = Significant negative impact on
1 Own Soupe	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
			magation moasares possible.
	distinctiveness of		

	T	
	townscape character?	Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - backland development contrary to single depth development on this part of village, harming the historic linear settlement pattern, and would result in the loss of significant green backdrop.
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 (including	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 Minor Negative Impact on historic Assets
	conservation areas, listed buildings, registered parks and gardens and scheduled	(incapable of satisfactory mitigation) - site is within the Conservation Area and close to several Grade II Listed Buildings along High Street. Loss of green backdrop will have a significant impact on their setting.
	monuments)?	UPDATE: Score changed from Amber to red as the SHLAA assessment records that it will not be possible to mitigate impacts on the historic environment.
CLIMATE CHAI	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
	 	Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
		GREEN = Assumes minimum on-site
Open Space	Will it increase the quantity and quality of publically accessible open space?	provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	AMBER = 1-3km 1.2km ACF from centre of the site to
		Cottenham Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	RED =>800m 1,113m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy & Traveller	Will it provide for the	AMBER = No Impact

	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Diotopos	Showpeople? How far is the site	A _400 _800m
Distance: District or	from the nearest	A =400 - 800m
Local Centre	District or Local	738m from the centre of the site to a point
Local Cellile	centre?	along the High Street / B1049. Services and
	oondo:	facilities run a long way along Cottenham
		High Street.
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	CAOm ACE from posture of all a to the
	centre or GP	613m ACF from centre of site to the
Kov Loog!	service?	Cottenham Surgery.
Key Local Facilities	Will it improve	AMBER = No impact on facilities (or
racillues	quality and range of key local	satisfactory mitigation proposed).
	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 possible
	community	Nie feellikke leet en dee neet († 190
	activities?	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.
	with existing	Significantly.
	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?	
<u>l</u>	Cambridge :	

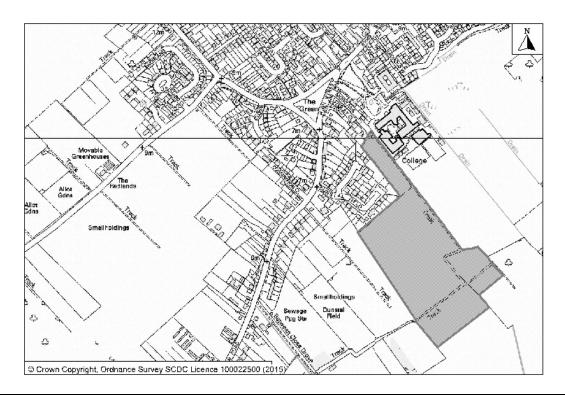
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply 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	
	employment	5.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
		Vision 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	Assumption that the yard is in use for
	employment land?	business use, which would mean that
		development would have a minor negative
		effect on employment opportunities, as a
		result of the loss of existing employment
		land.
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
Cuntioo	level of investment	sufficient
	in key community	Samoione
	services and	Development can use existing capacity in
	infrastructure,	utilities infrastructure. However, there is
	including	insufficient spare mains water capacity
	communications	within the distribution zone to supply the
	infrastructure and	number of proposed properties which could
	broadband?	arise if all the SHLAA sites within the zone
	broadbarra.	were to be developed. The sewerage
		network is approaching capacity and will
		require investigation and possibly mitigation.
Education	Is there sufficient	RED = School capacity not sufficient,
Capacity	education	constraints cannot be appropriately
Capacity	capacity?	mitigated.
	capacity.	Thingaicou.
		UPDATE: The SHLAA update records that
		there is no capacity to further extend the
		primary school. Development of this scale
		would not be sufficient to deliver a new
		primary school.
		(Score changed from Green to Red.)
Distance:	How far is the	R =>800m
Primary	nearest primary	11 -/000III
School	school?	1,058m ACF from centre of site to
001001	3011001 !	Cottenham Primary School.
Dictance:	How far is the	A =1 to 3 km
Distance:		M = 1 (U 3 KIII
Secondary School	nearest secondary school?	1.3km ACF from centre of site to Cottenham
SCHOOL	301001!	
TDANCDODT		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.
		The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities.
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
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 14.
	four criteria below.	
Distance: bus		A Within 200m (2)
stop / rail		A = Within 800m (3)
station		88m ACF from the centre of the site to the nearest bus stop (X8).
		692m ACF from the centre of the site to the nearest bus stop (Citi 8).
Frequency of		G = 20 minute frequency (4)
Public Transport		X8 - less than hourly service.
		Citi 8 - 20 Minute Service.
Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		X8 - 34 Minutes from Cottenham to Cambridge.
		Citi 8 - 37 Minutes from Cottenham to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City Centre		9.83km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	5 707m ACE from control of the cita to
Station	proposed train	5,707m ACF from centre of the site to

	station?	Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated No capacity constraints identified, safe access can be achieved. No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC054	
Consultation Reference numbers:	

Site name/address: Land at the rear of 335 High Street, Cottenham **Map:**



Site description: The site lies adjacent to the south eastern edge of Cottenham, to the south of the Village College and to rear of residential properties on High Street and Bramley Close. The site comprises open agricultural land with minimal boundary planting, leaving the site exposed to long distance views to the south and east.

Current use(s): Agricultural

Proposed use(s): Residential development with open space.

Site size (ha): South Cambridgeshire: 10.00 ha

Potential residential capacity: 225 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - small
	versatile	site but all Grade 1.

	agricultural land?	
Minerals	agricultural land? Will it avoid the	GREEN = Site is not within an allocated or
Millerais	sterilisation of	safeguarded area.
	economic mineral	Salegualueu alea.
	reserves?	
POLLUTION	reserves?	
Air Quality	Would the	CREEN - Minimal no impost reduced
All Quality		GREEN = Minimal, no impact, reduced
	development of the sites result in an	impact
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
	or all 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	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	1 3
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some minor to moderate additional
	receptor or	road traffic noise generation impact on
	generator	existing residential due to development
	(including	related car movements but dependent on
	compatibility with	location of site entrance. The northern part
	neighbouring	of the site will be immediately adjacent to
	uses)?	Cottenham Village College & Sports
		Grounds and such short distance separation
		between recreation and residential is
		unlikely to be in accordance with SCDCs
		Open Space SPD. Minor to moderate noise
		related issues from recreation uses but
		noise not quantified and could be mitigated
		off site if it is an issue by s106 but requires
		full cooperation of College.
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
	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
DIODIVED OUTV	,	Sustainable Drainage Systems (Suds).
BIODIVERSITY		CDEEN - Doop not contain in not adiacont
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	

	1.		
	interest, and geodiversity?		No impact on protected sites and species (or impacts could be mitigated). Beach Ditch
	(Including		and Engine Drain County Wildlife Site lies
	International and		approximately 400m to the south.
	locally designated		approximately reem to the country
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation, enhance		mitigation
	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)?		AMBED NI 1 10 10 10 10 10 10 10 10 10 10 10 10 1
Green	Will it improve access to wildlife		AMBER = No significant opportunities or
Infrastructure	and green spaces,		loss of existing green infrastructure capable of appropriate mitigation
	through delivery of		or appropriate mitigation
	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
I ANDSCADE :	│ TOWNSCAPE AND C	III TUDAL U	development process.
Landscape	Will it maintain and	OLIUKAL HI	AMBER = negative impact on landscape
Landscape	enhance the		character, incapable of mitigation.
	diversity and		onaraoto, moapaoto or minganom
	distinctiveness of		Minor Negative Impact (Development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
			The site is within the Green Belt, adjoining a
			The site is within the Green Belt, adjoining a housing development that forms a firm yet
			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a
			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the
			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all
			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural
			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all
Townscape			The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and

	enhance the diversity and distinctiveness of	townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area and Listed Buildings. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop providing a good significant sense of enclosure. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides, which is poorly related to the built form of the village in a historically sensitive location.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Green Belt purposes
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) The site is adjacent to the Cottenham Conservation Area. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop and Heritage Asset (C19 building) providing a good significant sense of enclosure. There are three Grade II Listed Buildings adjacent to the northern boundary of the site (1, 2 & 3 Elm Barns), and several Grade II Listed Buildings along High Street (331, 333, 337 & 339 High Street) and development would have a major adverse effect on their setting due to the loss of significant green rural backdrop. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be
CLIMATE CHAI	NGF	achieved through the development process.
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable energy resources?	renewables would apply
Flood Risk	Is site within at	GREEN = Flood Zone 1 / low risk

	flood risk?	
	nood risk:	Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	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 proposes recreation provision as part of the development.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1.2km ACF from centre of the site to Cottenham Recreation Ground.
Distance: Play	How far is the	GREEN =<400m
Facilities	nearest play space for children and teenagers?	Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1,217m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	, who is the past
Distance:	How far is the site	R = >800m
District or Local Centre	from the nearest District or Local centre?	964m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street.
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 846m ACF from centre of site to Firs House Surgery, Cottenham.
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	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 possible
	community	3
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	one and
	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	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
G.i.oppii.ig	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of oxioting control
	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?	milet include retail, effices, of leisure uses.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
. ioooooioiiity	employment	employment or is for another non-residential
	centre?	use
		0.7km ACF from centre of site to South
		Cambridgeshire 011B (Fulbourn, including
		Capital Park, Tesco & Hospitals)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	is is: simpleymont development
	employment land,	Development would have no effect on
	or deliver new	employment land or premises.
	employment land?	Simple yillorit laile of profileoo.
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
J	level of investment	sufficient
L	1.5.0. 0	

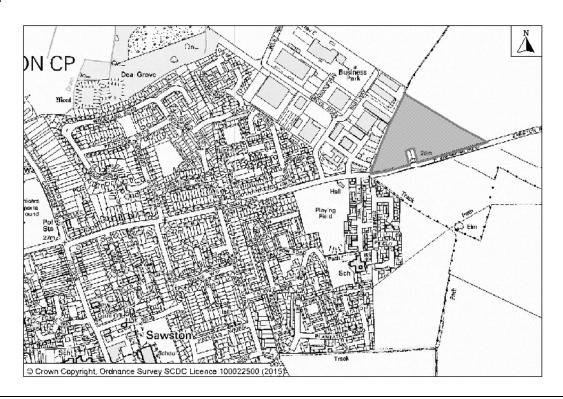
	in key community services and infrastructure, including communications infrastructure and broadband?	Minor Utilities Infrastructure improvements required, but constraints can be addressed. Electricity is likely to require reinforcement. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas is likely to require reinforcement. The sewerage network is approaching capacity and will require investigation and possibly mitigation.
Education Capacity	Is there sufficient education capacity?	RED = School capacity not sufficient, constraints cannot be appropriately mitigated. UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school. (Score changed from Amber to Red.)
Distance: Primary School	How far is the nearest primary school?	R = >800m 1,009m ACF from centre of site to Cottenham Primary School.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new) 0.4km ACF from centre of site to Cottenham Village College.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. The site should be able to connect to this route.
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
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of	GREEN = Score 15-19 from 4 criteria below Total score of 15.

	public transport, and cycling. Scores determined by the four criteria below.	
Distance: bus stop / rail station		G = Within 600m (4) 466m ACF from the centre of the site to the nearest bus stop (Citi 8).
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		A = 31 to 40 minutes (3) 37 Minutes from Cottenham to Cambridge.
Distance for cycling to City Centre		G = 5km to 10km (4) 8.21km 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 5,192m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	RED = Insufficient capacity / access. Negative effects incapable of appropriate mitigation. The site does not appear to have a direct
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	link to the adopted public highway. AMBER = No impacts

Site Information		
Development Sequence	Rural Centre	
Site reference number(s): SC313		
Consultation Reference numbers: H6 (I&O 2013 part 2)		

Site name/address: Land north of Babraham Road, Sawston

Мар:



Site description: Arable fields to the east of the village, bounded by hedges to the north with the Dales Manor Business Park beyond. Site wraps around two semi-detached residential properties fronting onto Babraham Road. Adjoins SHLAA sites 154 and 258.

Current use(s): Agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 3.64 hectares

Potential residential capacity: 80 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	-
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - Grade
	versatile	2.
	agricultural land?	

Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
ACMA	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.
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.
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 is adjacent to an old railway line which may have contaminated land. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. The site within Groundwater Source Protection Zone 3 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	7	, <u>g</u> <u>g</u> <u>g</u> <u>g</u>
Designated Sites	Will it conserve protected species and protect sites designated for	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as

	Τ ,		NI PRILIT
	nature		greenspace. No or negligible impacts.
	conservation		No impact on protected sites and species
	interest, and		(or impacts could be mitigated).
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links.
	enhance		Tiotwork iii iiko.
			Min ou monitive insured on them one one
	native species, and		Minor positive impact as there are some
	help deliver habitat		opportunities for enhancement through the
	restoration (helping		provision of hedgerows.
	to achieve		-
	Biodiversity Action		
	Plan targets, and		
	9		
	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		arry proteoted troop
	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		or appropriate imaganers
	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
			development process.
LANDSCAPE	TOWNSCAPE AND C	III TURAL HI	
		CLI GIVAL III	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
			improvements)
	distinctiveness of		improvements)
			improvements)
	landscape		·
			Neutral impact (generally compatible, or
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on Green Belt purposes. Assumptions for a
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on Green Belt purposes. Assumptions for a neutral impact include that appropriate
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on Green Belt purposes. Assumptions for a neutral impact include that appropriate design and mitigation measures would be
	landscape		Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on Green Belt purposes. Assumptions for a neutral impact include that appropriate

have a positive impact upon the landscal setting of Sawston provided the design makes a generous provision of land to ensure a soft green edge to the east. Townscape Will it maintain and enhance the diversity and distinctiveness of townscape character, including through have a positive impact upon the landscal setting of Sawston provided the design makes a generous provision of land to ensure a soft green edge to the east. GREEN = No impact (generally compatible with local townscape character, or provide mi improvements) Neutral impact (generally compatible, or capable of being made compatible with local townscape of the provided makes a generous provision of land to ensure a soft green edge to the east. GREEN = No impact (generally compatible with local townscape character, or provide mi improvements)	ole, h
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character, including through Neutral impact (generally compatible, or capable of being made compatible with least or capable of being made compatible.	
through capable of being made compatible with le	
	ocal
appropriate design townscape character). Assumptions for a	l
and scale of neutral impact include that appropriate	
development? design and mitigation measures would be	Э
achieved through the development proce	
Adjoins industrial estate to the west.	
Green Belt What effect would AMBER = negative impact on Greenbelt	
the development of 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 the	
features or areas of is no impact to the setting	,10
historical, Neutral impact (existing features retained	1
archaeological, or or appropriate mitigation possible).	4,
cultural interest	
(including Archaeological potential will require furth	or
conservation information but the assumption for a neu	
·	liai
buildings, mitigation can be achieved through the	
registered parks development process.	
and gardens and	
scheduled	
monuments)?	
CLIMATE CHANGE	
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	
Flood Zone 1 and no drainage issues that	ıt
cannot be appropriately addressed	
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? Neutral impact (existing features retained	l or
appropriate mitigation).	
appropriate mitigation).	
appropriate mitigation). Distance: How far is the GREEN = <1km or onsite provision	ʻing

		Lynton Way, Cayatan
Distance Dlev	Llow for in the	Lynton Way, Sawston.
Distance: Play	How far is the	AMBER = 400 -800m
Facilities	nearest play space	444 - 405 (000 000 000 000 000 000 000 000 000
	for children and	411m ACF from centre of the site to land
0 0	teenagers?	east of Saffron Road, Sawston.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	No effect on pitch or plot provision.
	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	Beyond 1,000m from nearest centre ACF
	centre?	(1,175m to Sawston, High Street)
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	1,761m ACF from centre of site to Sawston
	service?	Medical Centre.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	- Cameracio, y minganon proposed,
	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
i admitics	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	possible.
	activities:	No facilities lost, and no new facilities
		proposed directly as a result of the
		' '
Intogration	How well would the	development.
Integration		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	One and of faces with the most described and a least
	communities?	Separated from existing residential areas by
ECONOMY		business park
ECONOMY	In " !!	AMPED NAMED IN CO.
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	

T		
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Onopping	shopping	vitality and viability of existing centres.
	hierarchy,	Vitality and viability of existing centres.
	<u> </u>	Davalanment would have no effect on
	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	AMBER = 1-3km
Accessibility	nearest main	
	employment	1.9km ACF from centre of site to South
	centre?	Cambridgeshire 017D (Babraham Research
		Campus & Wellcome Trust Genome
		Campus)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development.
Land	in the loss of	To for omproyment dovolopment.
	employment land,	
	or deliver new	
1 14:11:41 = =	employment land?	AMPER Circificant un madea libely to be
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Minor 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
		sewerage network is at capacity and will
		require mitigation. Electricity supply is likely
		to require local and upstream reinforcement.
Education	Is there sufficient	AMBER = School capacity not sufficient,
	education	constraints can be appropriately mitigated
Capacity		constraints can be appropriately miligated
	capacity?	Cahaal aanaaitu nat auffisissat kut sissaffissast
		School capacity not sufficient, but significant
		issues can be adequately addressed.
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	
School	school?	431m ACF from centre of site to Icknield
		Primary School, Sawston.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	1.3km ACF from centre of site to Sawston
		Village College.
	1	····

TRANSPORT		
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
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 12
Distance: bus stop / rail station		R = Within 1,000m (2) 830m to nearest bus stop ACF (Sawston, Churchfield Avenue)
Frequency of Public Transport		G = 20 minute frequency (4) 20 minute service (Citi 7)
Public transport journey time to City Centre		R = 41 to 50 minutes (2) 41 Minutes (Sawston, Churchfield Avenue to Cambridge, Emmanuel Street)
Distance for cycling to City Centre		G = 5km to 10km (4) 9.56km ACF to Cambridge City Centre
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m 3,084m ACF from centre of the site to Whittlesford Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated. No capacity constraints identified, safe access can be achieved.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

