

Annex 2: Maps and Assessments of Edge of City Strategic Sites

SHLAA SITES 2012-STRATEGIC SITES ON THE EDGE OF CAMBRIDGE

Site ID: Site 916
Site Name: Grange Farm
Ward: Newnham
Site Area in Hectares: 44.03
Number of Units (constrained):
Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture and Recreation	a
Buildings in use: None	g
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No. However, the University Athletics Track to the east of the site is protected open space.	g
Local Nature Conservation importance: Site includes a number of hedgerows designated as City Wildlife Sites and supporting communities of declining farmland birds. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation. Full protected species surveys have yet to undertaken. Badgers, Otters, Bat species, Great Crested newt and others are all possible on this site. Area currently forms a good link between the network of City wildlife sites, gardens and the wider countryside.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
<p>Relevant Planning History: Land in this location considered for Green Belt release by a series of Plan Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambs Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes.</p> <p>Part of this site was previously proposed the University of Cambridge for faculty development, including the construction of New West Road, but was turned down at the 1996 Local Plan Inquiry primarily on Green Belt</p>	a

grounds, and led to the development of the West Cambridge site.

Cambridge Local Plan Inspectors Report 2006: Omission Site No.10 - Land South of West Cambridge Site (small site on northern edge of Site CC916) - The Inspector rejected this site for a new college and innovation centre on the basis it had been already been rejected by the Structure Plan Examination in Public panel, on Green Belt grounds. He found no reason to disagree with this despite the fact it adjoins the West Cambridge site. The Council's Inner Green Belt Boundary Study identified this site as being of high or medium importance to Green Belt in terms of its contribution to character and setting. He did not recommend its release for the following reasons:

- its contribution to the character and setting of the City;
- the site lies beyond the existing high visible and firm boundary to the built-up area to the north of the site (West Cambridge site);
- however carefully designed it would cause intrusion on views from the west towards the City centre and have a particular impact from the Coton footpath in narrowing available views from the west;
- would narrow views of the countryside to the west from the built up area reducing the green corridor that penetrates the built-up area; and
- there being no evidence of any need for College development, or innovation centre/employment land that could not be met through other allocations in the Plan.

The Section 106 Agreement attached to the West Cambridge planning permission in 1999 outlines in clauses 9 to 11 and 13 a number of triggers for improvements to pedestrian/cycle routes, including the Coton Footpath, based on the number of predicted and actual cycle movements in the area. Clauses 9 and 13 were exceeded 2008. Action is being taken to address Clause 9 whilst Clause 13 was completed in 2009. It is predicted that the development of the Chemical Engineering and Biotechnology building will trigger Clauses 10 and 11.

The northern boundary of the site appears to overlap with the planning application boundary of around 28 applications, primarily relating to the West Cambridge University development (including Plot B which is proposals for a Sports Centre), as well as cutting across a planting belt (triangle which is part of the West Cambridge site) and the pedestrian/cycle route to Coton.

Level 2 Conclusion:

Development of this site was turned down at the 1996 Local Plan Inquiry primarily on Green Belt grounds.

Planning Inspectors have collectively highlighted the importance of the following in the area;

- its contribution to the character and setting of the City;
- it lying beyond the existing high visible and firm boundary to the built-up area;
- intrusion on and narrowing views of towards the City Centre from the west (however carefully designed) - especially Coton footpath;
- reducing the green corridor that penetrates the built-up area; and
- there being no evidence of any need for College development, or innovation centre/employment land that could not be met through other allocations in the Plan.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Part of the site will be affected by noise from the M11. Noise survey and design and mitigation almost certainly required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The northern part of the site is fairly flat. The southern edges are at the top of a gentle slope down to the south.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.	a

<p>These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This site could accommodate around 1,500 dwellings (all in the City). Based on the West Corridor Area Transport Plan this would generate approximately 12,750 all mode daily trips. The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented. A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. NB: County is currently updating the trip rate formulas.</p> <p>It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.</p> <p>Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account. NB: Also see Planning History column regarding S106 Agreement and cycle movement triggers on Coton Footpath.</p>	
<p>Does the site provide access to other properties/highway? The site is surrounded by a network of pathways, but there is no vehicular access through the site. The pathways will need to be taken into account in the urban design. As well as providing a constraint to development they offer a potential opportunity for sustainable development.</p>	g
<p>Within 400m of high quality public transport route? The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, no part of the site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.</p>	a
<p>Site part of larger site or prejudice strategic site development? This site does not in itself prejudice the development of another site, but it has access difficulties of its own. It could potentially be developed as a larger area in conjunction with Site 921 and other South Cambs sites to the south.</p>	a
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: No</p>	g

Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹? National Grid Reference 542770 258530. Medieval cultivation and field remains of West Field cross entire area (09612). Unknown potential for this block - no archaeological remains have been recorded here. This was the case with an area to the north at the West Cambridge site , but recent archaeological works ahead of development along Charles Babbage Rd. reverted the understanding of the area. Thus, to the immediate north of the allocation area are Early and Middle Iron Age enclosed settlements and Romano-British settlements are known (Monuments in Cambridge - eg MCBs 15913, 14534). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other reasons.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with West Cambridge, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: No	a
Site within 400m of Nursery School: Yes	g
Site within 400m of Primary School: No	a
Site within 400m of Secondary School: No	A
Site within 400m of public open space: Yes	g
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No (greenfield)	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? West Cambridge Site: The site needs to be careful considered in conjunction with ongoing development on the West Cambridge site, Site 921 and other potential South Cambs District Council sites, which may raise access and capacity constraints. The West Cambridge site was designed to create a new city edge and will need to be considered as part of any development proposals in this area. Rights of Way: The site is bordered on three sides by Rights of Way, which would need to be considered in any future development. Utilities: Utilities upgrades required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.	a

¹ MCB is the CHER (Cambridgeshire Historic Environment Record)

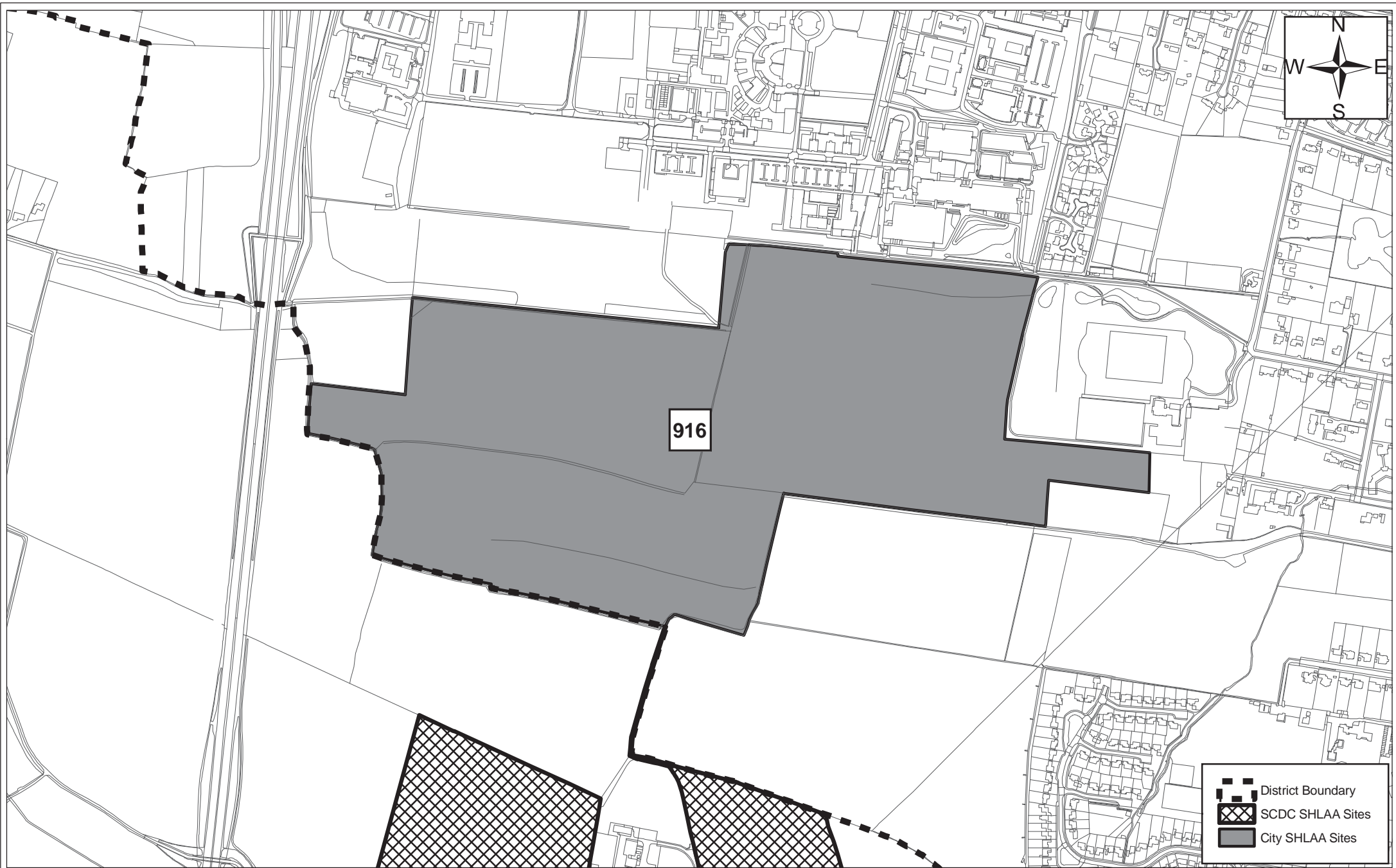
<p>Townscape Comments: The only obvious potential access to the site is via Clerk Maxwell Road from the north. The site is not an evenly shaped parcel and stretches very close to the eastern boundary of the M11. On it's own e.g. without Site 921 or South Cambs site SC232, the whole of Site 916 would create an elongated, inefficient shape for a development site and push a considerable portion of development very close to the M11 (though it is relevant that it is partly in a cutting in this location). A second means of access to accommodate this number of units would be essential; though there is no obvious location for where this could be found, other than possibly from the westerly end of the West Cambridge site e.g. from High Cross.</p>	
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Level 3 Conclusion:
Development of this site will need to address a wide range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, relationship with West Cambridge, public rights of ways, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:
The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



-  District Boundary
-  SDC SHLAA Sites
-  City SHLAA Sites

Site 916

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:7,500



SHLAA SITES 2012

Site ID: Site 921

Site Name: Land North of Barton Road

Ward: Newnham

Site Area in Hectares: 36.87

Number of Units (constrained):

Owner: Owners known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not Known	g

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p>	r

<p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
<p>In Area Flood Risk: A section in the southern corner of the site falls within Zone 2 and 3a (medium to high probability of flooding). Any proposals must be subject to a Flood Risk Assessment and or an exception test under the Technical Guidance of the NPPF.</p>	a
<p>European Nature Conservation Site: No</p>	g
<p>SSSI: No</p>	g
<p>Involve Demolition Listed Building: No</p>	g
<p>Affect Scheduled Ancient Monument: No</p>	g
<p>Affect Historic Park & Garden: No</p>	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Development of this site will need to take account of a small section of land in the southern corner of the site which falls within Zone 2 and 3a (medium to high probability of flooding). Any proposals must be subject to a Flood Risk Assessment and or an exception test.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>Site designated Protected Open Space or criteria: The University sports fields to the east of the site are designated as private protected open space in the Cambridge City Council 2011 Open Space & Recreation Strategy.</p>	a
<p>Local Nature Conservation importance: Site includes a number of hedgerows designated as City Wildlife Sites and supporting communities of declining farmland birds. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation. Full protected species surveys have yet to undertaken. Badgers, Otters, Bat species, Great Crested newt and others are all possible on this site. Area currently forms a good link between the network of City wildlife sites, gardens and the wider countryside.</p>	a
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g

<p>Protected Trees on site: None on site, but some close to the eastern boundary and along Barton Road to the south.</p>	g
<p>Relevant Planning History: Land in this location considered for Green Belt release by a series of Plan Inspectors since 1996 (Structure Plan, two Cambridge Local Plans and South Cambs Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land for Green Belt purposes. The Inspectors have variously concluded that the Barton Road approach to Cambridge is important because it is undeveloped and that development would:</p> <ul style="list-style-type: none"> • impinge on views; • sometimes be directly in front of historic features; and • would spoil the setting of the city even if set back and landscaped. <p>Cambridge Local Plan Inspectors Report 2006: Omission Site No.15 - Land North of Barton Road (southern corner of Site 921) - The Inspector rejected the site because; of the Structure Plan Examination in Public panel negative conclusions on a far larger scale site, agreeing with the Council's view that the impact on the Green Belt will be medium due to impact on views of City Centre from west, it would create a new boundary not defined on ground, there was no justification for housing need, poor access to local services and employment (especially by public transport) and questioned whether a much larger site could deliver high quality public transport system, and part of site appears to be at significant risk of flooding.</p> <p>Land off Barton Road was also the subject of a legal challenge to the adoption of the 2006 Local Plan by Ashwell Limited (Barton Road) shortly after it was adopted.</p> <p>The challenge related to a site to the north of Barton Road, which is within the Green Belt. Ashwell says that the Council should have removed the site from the Green Belt with a view to a mixed use development on the site of between 600 and 900 houses, a local centre and open space and landscaping. Ashwell claimed that the City Council and the Inspector did not give proper consideration to whether the site should be removed from the Green Belt and identified for development.</p> <p>The High Court judgement, released on 20 July 2007, was in favour of the City Council. Subsequently, the Court of Appeal rejected Ashwell's case on 22 October 2008.</p> <p>No relevant planning applications for residential use.</p>	a

Level 2 Conclusion:

Planning Inspectors have collectively highlighted the importance of the area, and it's unsuitability for development for the following reasons:

- the importance of the Barton Road approach to Cambridge for Green Belt purposes;
- because it is undeveloped and that development would impinge on views;
- development would sometimes be directly in front of historic features;
- development would spoil the setting of the city even if set back and landscaped;
- development would create a new boundary not defined on ground;
- there is poor access to local services and employment (especially by public transport); and
- questioned whether a much larger site could deliver high quality public transport system, and part of site appears to be at significant risk of flooding.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Potential noise from the M11 could carry this far. Noise survey and potential design and or mitigation measures needed. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The site is fairly flat with gentle slopes down to the south and east.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are	a

<p>proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at longer term improvements in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This site could accommodate up to 2,500 dwellings (600 in the city and 1,900 in South Cambs). Based on the West Corridor Area Transport Plan trip rates, 2,500 dwellings would generate around 21,250 all mode daily trips. Pedestrian, cyclist and public transport links would need to tie into the existing network along with implementing any necessary improvements. Any development would need to ensure that the potential route for the strategic orbital cycle route is not obstructed. NB: County is currently updating the trip rate formulas.</p> <p>The main access to the site would need to be onto Barton Road but it is not clear how any access could be achieved should the city council land was to come forward on it's own.</p> <p>Capacities of junctions in the surrounding area, the scope of which would be determined but the impact of the development should be modelled to ensure they can operate within capacity. The impact on the M11 junction 12 would need to be assessed in discussion with the Highways Agency and any improvements funded. Any interaction with the lay by on Barton Road would need to be assessed along with possible improvements.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. Only the eastern tip of the site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.	a
Site part of larger site or prejudice strategic site development? Yes, it appears that access could be required through this site to link in with Site 916, two other sites within South Cambs District Council, and potentially other land in vicinity which has not been submitted to either Strategic Housing Land Availability Assessment.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, it is adjacent to the West Conservation Area, which abuts in two places on the north-east	a

and east sides of the site.	
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²? National Grid Reference 543100 258100. Roman Rd from Madlingley Rd/Queens Rd corner to the R Cam at Newnham/Coton traverses the site (Monuments in Cambridge - MCB6228). The allocation area contains evidence of Roman pottery finds (Pottery and metalwork: MCBs6193-4). Inhumations were found at the beginning of 20th century and were suspected to be Anglo-Saxon (MCB6126). A stone boundary cross is within the area (MCB5327). The late 19th century University Rifle Range was located at the northern boundary, within the allocation area (see 1st ed OS mapping 1885). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with existing residential areas to the east, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: No.	a
Site within 400m of Nursery School: No.	a
Site within 400m of Primary School No	a
Site within 400m of Secondary School: No.	a
Site within 400m of public open space: Yes.	g
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? Wider Context: The site needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, Site 921 and other potential South Cambs District Council sites, which may raise access and capacity constraints. The West Cambridge site was designed to create a new city edge and will need to be considered as part of any development proposals in this area. Right of Way: There is a public right of way, which runs along part of the western boundary of the site.	A

² MCB is the CHER (Cambridgeshire Historic Environment Record)

Utilities: improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.

Townscape Comments: This site is effectively “landlocked” without an adjacent Strategic Housing Land Availability Assessment (SHLAA) site e.g. 916 or South Cambs site SC232, coming forward for consideration at the same time. The easterly part of the site has for some time acted as a “green lung” to/from the historic city centre and so is highly relevant to the overall consideration of any of Sites 921, 916 and or South Cambs site SC232. Any development of this site would require direct access to Barton Road as a minimum in at least one or two locations. The configuration of the site makes it possible to layout development in a more co-ordinated way and to create linkages to Site 916 and foot/cycle paths in an easterly direction, possibly via Cranmer Road. However, the lack of frontage onto Barton Road creates a poor relationship with a key arterial route into the city and isolates future development from the wider context, such that the only access would be via the strip of South Cambs Site SC232 north of Barton Road. This would create a less than ideal “leap” of field boundaries to accomplish and would not help maintain a “compact” edge of this part of the city.

There are three areas of land north of Barton Road, which are excluded from sites 916, 921, and South Cambs Site SC232 SHLAA submissions. These exclusions in effect create disjointed and inefficient land parcels for development. If development was to proceed on any of the SHLAA sites ideally there would be the need to consolidate/include parcels outside of the SHLAA site boundaries and therefore encourage those site owners to incorporate their land as well.

Level 3 Conclusion:

Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, adjacent Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, public right of way, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 921, Site 232

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:10,000

SHLAA SITES 2012

Site ID: Site 895

Site Name: Downing Playing Field Granchester Rd

Ward: Newnham

Site Area in Hectares: 4.83

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Downing College Playing Field	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: One TPO on the boundary	a
Relevant Planning History: No	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme. This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view. County Highways: The size of the proposed development would require modifications to Grantchester Road and would result in the nature of the road changing significantly.	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc.	g
Within 400m of high quality public transport route? No	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, the site backs on to a number of properties in Selwyn Road.	a
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, in West Cambridge CA	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains³? NGR: 543760 257190 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement.(eg MCB15026, MCB16190). A moated	a

³ MCB is the CHER (Cambridgeshire Historic Environment Record)

medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam .	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	g
Site within 400m of Doctors Surgery: No	a
Site within 400m of Nursery School: Yes	g
Site within 400m of Primary School No	a
Site within 400m of Secondary School: No	a
Site within 400m of public open space: No	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Rights of Way.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 895 backs directly onto properties fronting Selwyn Road and would require a well designed landscaped buffer/setback to those properties.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, improvements to the utilities, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 895, 896, 897, 901

Date: 13th December 2011

Produced by: Matthew Merry

Section/Department: Environment

Scale: 1:3,500

SHLAA SITES 2012

Site ID: Site 896

Site Name: Pembroke Playing Field Granchester Road

Ward: Newnham

Site Area in Hectares: 3.76

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belts within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Pembroke College Playing Fields	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No relevant planning applications for residential use.	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view.</p> <p>County Highways: The size of the proposed development would require modifications to Grantchester Road and would result in the nature of the road changing significantly.</p>	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No – only if other SHLAA sites were to be brought forward as well.	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, in the Newnham Croft Conservation Area.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁴? National Grid Reference: 543820 257010 R Cam terraces along the Barton Road and	a

⁴ MCB is the CHER (Cambridgeshire Historic Environment Record)

Newnham are host to late prehistoric to Saxon settlement.(Monuments in Cambridge - eg MCB15026, MCB16190). A moated medieval site is loated at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. National Grid Reference: 543760 257190 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement (Monuments in Cambridge - eg MCB15026, MCB16190). A moated medieval site is loated at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application. A programme of archaeological works should be undertaken prior to the submission of any planning application.	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: yes	g
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There is a Bridleway along the southeastern boundary.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 896 is longitudinal in shape and is closest to the River Cam and associated valley. Any development would require a well landscaped edge to the river and lengthy access road running in an east-west alignment to be able to serve the site, possibly connected to any adjacent SHLAA site should they be further considered.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.</p>	
<p>Overall Conclusions: The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>	



Site 895, 896, 897, 901

Date: 13th December 2011

Produced by: Matthew Merry

Section/Department: Environment

Scale: 1:3,500

SHLAA SITES 2012

Site ID: Site 897

Site Name: St Catherines Playing Field Granchester Road

Ward: Newnham

Site Area in Hectares: 2.71

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - St Catherines Playing Field	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No relevant planning applications for residential use.	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No concerns	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme. This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view. County Highways: The site has no direct access to the adopted public highway; South Green Rd, is private and unsuitable for intensification in its current form.	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, the site backs onto a number of existing properties in the Newnham area.	a
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, adjacent to West Cambridge CA and in the Newnham Croft Conservation Area.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁵? National Grid Reference 543990 257080 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement (Monuments	a

⁵ MCB is the CHER (Cambridgeshire Historic Environment Record)

in Cambridge eg MCB15026, MCB16190). A moated medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application.	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	g
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: yes	g
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? Rights of Way: There is a Bridleway along the southeastern boundary. Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision. Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created. Townscape Comments - Site Specific: Site 897 is dependent on access from either 895 and/or 896, or from Granchester Meadows, if such access was possible and practical.	a
Level 3 Conclusion: Development of this site will need to address a range of issues including air quality, access and other transport considerations, overlooking, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 895, 896, 897, 901

Date: 13th December 2011

Produced by: Matthew Merry

Section/Department: Environment

Scale: 1:3,500

SHLAA SITES 2012

Site ID: Site 901

Site Name: Wests Renault RUFC Granchester Road

Ward: Newnham

Site Area in Hectares: 8.55

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: Significant parts of the site is in functional floodplain (3b) and is therefore unsuitable for development.	r
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Significant parts of the site are in functional floodplain (3b) and are therefore unsuitable for development.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Cambridge Rugby Football Club	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: A dozen or so TPOs on the northern periphery.	a
Relevant Planning History: No relevant planning applications for residential use.	g

Level 2 Conclusion:

The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes**LEVEL 3: OTHER CONSIDERATIONS**

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme. This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view. County Highways: The proposal will result in a significant loss of existing hedge.	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through but no "official" paths or roads etc leading elsewhere.	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, the site backs on to a	a

number of properties in Fulbrooke Road.	
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? Yes, 50 Granchester Road	a
Development affects archaeological remains⁶? National Grid Reference 543550 257110. R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement.(Monuments in Cambridge eg MCB15026, MCB16190). A moated medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g

⁶ MCB is the CHER (Cambridgeshire Historic Environment Record)

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There is a permissive Right of Way along the western and southern boundaries.</p> <p>Utilities: Utility Reinforcements required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 901 is located immediately south of Fulbrooke Road and would, similar to Site 895, require a well designed landscaped buffer/setback to those properties.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, locally listed building, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.</p>	

<p>Overall Conclusions: The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>
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Site 895, 896, 897, 901

Date: 13th December 2011

Produced by: Matthew Merry

Section/Department: Environment

Scale: 1:3,500

SHLAA SITES 2012

Site ID: Site 911

Site Name: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R

Ward: Queen Ediths

Site Area in Hectares: 116.55

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agricultural land, woodland and School playing fields and adjoining park & ride car park	a
Buildings in use: Cambridge Water underground reservoir	a
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zones 4 and 5.</p> <p>Zone 4 - The 2002 Study and the 2012 appraisal found that areas within this zone were medium to very high in terms of importance to the setting of the City and to Green Belt purposes. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point nearest to Cambridge City. Views therefore are mostly elevated with clear vistas over the City. Views of the Gog Magog Hills are also clearly seen from southern parts of the City. The urban edge of the City is often abrupt and clearly defined in this area resulting in a very direct relationship between city and its surroundings.</p> <p>The fact that the majority of the land in this zone is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>Zone 5 - The 2002 Study and the 2012 appraisal found that areas within this zone ranged from low to very high in terms of importance to the setting of the City. The lowest category was afforded to the areas nearest to the</p>	r

<p>existing built edge of Addenbrookes Hospital. The undulating land in this area dips southward from Wort's Causeway to the Babraham Road and up to White Hill before descending again towards Shelford and the railway line. Views are mostly elevated with clear vistas over the rural foreground to Addenbrookes and the City beyond. Not all views are clearly seen as they are interrupted by the topography and vegetation. The urban edge of the City is often abrupt and clearly defined in this area. Parts of the zone are Defining Character to Cambridge.</p> <p>Again because the majority of the land in this zone is elevated it results in more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>The area immediately to the west and south of Addenbrookes Hospital was subsequently released from Green Belt for Cambridge Biomedical Campus development and the Bell School development site.</p> <p>The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: There is a large nature area immediately adjacent to the north-west boundary on Limekiln Hill which includes the East Pit and Limekiln Hill Sites of Special Scientific Interest (SSSI's).	a
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Development of this site will need to take account of two adjacent SSSI's which should be protected and enhanced as part of any development scheme and any adverse impacts should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Protected Open Space on part of site - Netherhall School (South) Outdoor Sports Facilities	r
Local Nature Conservation importance: Area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm). The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland	a

<p>restoration in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development. Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helleborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision.</p>	
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: Group Tree Preservation Order (TPO) (07/2007) is just outside the site on the south-west boundary of the site. Pre-development tree survey required.</p>	a
<p>Relevant Planning History: Cambridge Local Plan Inspectors Report 2006: Omission Site No.5 - Netherall Farm (south-west corner of Site CC911) - The Inspector rejected the inclusion of the site because</p> <ul style="list-style-type: none"> • it is a large area of open land within Green Belt, outside built up area which was not needed for housing supply. • He also raised the importance of several views and setting of the City, and lack of screening. • It was also said to not have the advantages of the Southern Fringe, and not related to Addenbrookes to justify it. <p>The Inspector did however say the site is a sustainable location with respect to access to services and employment and no objections on infrastructure grounds or difficulties with building communities.</p> <p>Omission Site No.7 - Land Adjoining Peterhouse Technology Park (small site on northern edge of Site CC911) - The land was dismissed by the Inspector partly on lack of evidence on some issues, but more substantially on grounds that the site is open land, in the Green Belt (the boundary here is clear and firm), and outside the urban area. There was also no need for the site.</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: A small section of the Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p> <p>The site also has significant planning history emphasising the importance of the Green Belt, large area of open land, the urban edge and the importance of several views and setting of the City.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Site bounded by major roads, frontages will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation required.	a
Could topography constrain development? An open rolling arable landscape between 15 and 70 metres (above ordance datum) in elevation forming the foothills of the Gog-Magog Hills which is widely visible from surrounding areas and prominent in local views. The highest point of these undulating hills, Wandlebury, is the highest point nearest to Cambridge City. The highest point of the site is in the south-east corner and has panoramic views across the city to the west and north. From this point the land slopes away on both sides from a ridge of higher land running to the northwest through the middle of the site. The low lying flat land to either side of the ridge on the northern and western fringes of the site has the least significance in terms of topography. The visual impact will need to be very carefully considered and taken into account in the urban design.	a
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>County Highways: This site could accommodate around 3,100 dwellings (2,360 in City and 740 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 26,410 all mode daily trips.</p>	a

<p>A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts Causeway. The development surrounds Cherry Hinton Road/Limekiln Hill Road and these existing adopted public highways may require improvement/ alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site which will need to be considered along with the impact on Granhams Road/Babraham Road junction. NB: County is currently updating the trip rate formulas.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
<p>Does the site provide access to other properties/highway? Yes, Limekiln Road and Wort's Causeway runs through the site and along the boundary respectively, but neither will be a major constraint on the site.</p>	g
<p>Within 400m of high quality public transport route? At present, and despite being close to the Babraham Road Park & Ride, and also with northern part of the site site less than 400m from the Citi 1 and Citi 3 services, the entirety of the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport. This is because a significant part of the Site is more than 400 metres from any of these bus routes.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.</p>	a
<p>Site part of larger site or prejudice strategic site development? Yes, Site 911 is closely related to South Cambs SHLAA Sites SC111, SC283 and SC284. Site SC283 could be accessed off of Fulbourn Road as a free standing development.</p>	a
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: No</p>	g
<p>Development affect any Locally Listed Buildings? No</p>	g
<p>Development affects archaeological remains⁷? National Grid Reference (centred) Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat , are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Ro Rd) traverses the site and lis likely to have road side settlements along its route. A programme of archaeological works should be undertaken prior to the</p>	a

⁷ MCB is the CHER (Cambridgeshire Historic Environment Record)

submission of any planning application.	
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: The northern edge of the site is 400 metres from the Cherry Hinton Local Centre, but the majority of the site is more than 400 metres away. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: yes	g
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

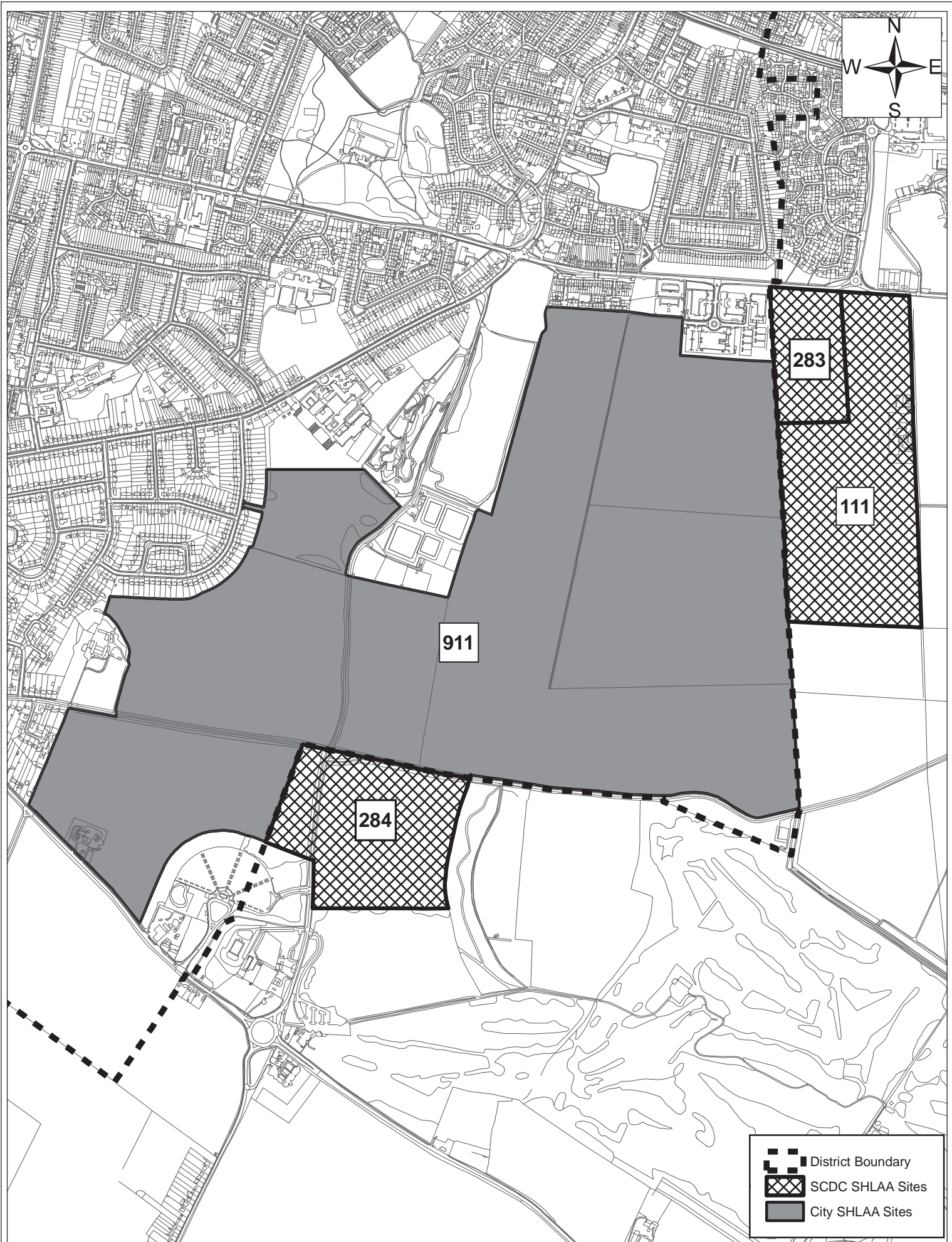
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: Permissive Access Path alongside Worts Causeway and south down Cherry Hinton Road.</p> <p>Utilities: Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character. The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.</p> <p>Significant work would be required to determine what parts, if any, should be considered further for development.</p> <p>The south west corner of Site 911 has smaller, better defined boundaries e.g. Worts' Causeway, Limekiln Road, Babraham Road, etc., and is more level as compared to east and north part of Site 911 which is open and with a relatively significant drop (from south to north) in topography. The northern part of Limekiln Road also is steeply sloping along its west side, separating the site in effect in two parts, west and east. The Northeast sector would require a major departure from past and current Green Belt status. If a release were contemplated, it would require a very careful approach to design in respect to topography, drainage and building form/height.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including contamination, noise, the topography, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, rights of way, utilities improvement, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 911, Site 111, Site 283, Site 284

Date: 8th December 2011
 Produced by: Matthew Merry
 Section/Department: Environment
 Scale: 1:12,500

SHLAA SITES 2012

Site ID: Site 925

Site Name: Land South of Addenbrookes and Southwest of Babraham Road

Ward: Queen Ediths

Site Area in Hectares: 39.80

Number of Units (constrained):

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 4. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from low to very high in terms of importance to the setting of the City. The lowest category was afforded to the areas nearest to the existing built edge of Addenbrookes Hospital. The undulating land in this area dips southward from Wort's Causeway to the Babraham Road and up to White Hill before descending again towards Shelford and the railway line. Views are mostly elevated with clear vistas over the rural foreground to Addenbrookes and the City beyond. Not all views are clearly seen as they are interrupted by the topography and vegetation. The urban edge of the City is often abrupt and clearly defined in this area. Parts of the zone are defining Character to Cambridge.</p> <p>Again because the majority of the land in this zone is elevated it results in more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>The area immediately to the west and south of Addenbrookes Hospital was released from Green Belt for Cambridge Biomedical Campus development and the Bell School development site.</p> <p>The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to</p>	r

<p>the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.</p> <p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :- “The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South...” The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector’s report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. “</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. “</p>	
<p>In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). The location however is subject to surface water drainage issues.</p>	a
<p>European Nature Conservation Site: No</p>	g
<p>SSSI: No</p>	g
<p>Involve Demolition Listed Building: No</p>	g
<p>Affect Scheduled Ancient Monument: No</p>	g
<p>Affect Historic Park & Garden: No</p>	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>Site designated Protected Open Space or criteria: No</p>	g
<p>Local Nature Conservation importance: The majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn Buntings are a regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p>	a

<p>the Cambridgeshire Green Infrastructure Strategy identifies the area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Strategic Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm). The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration in the adopted 2011 Cambridgeshire Green Infrastructure Strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.</p> <p>Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helleborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts.</p> <p>The Hedgerow west of Babraham Road is a Local Nature Reserve and runs along the northern edge of the site.</p>	
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: There are protected trees just outside the northern boundary of the site. Pre-development tree survey to British Standard 5837 may be required.</p>	g
<p>Relevant Planning History: The Cambridge 2006 Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.</p> <p>See conclusions under Green Belt above, on conclusions of Inspector on Minerals and Waste Examination in relation to land on the southern fringe.</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the proposed new urban edge that was designed as part of the Cambridge Local Plan 2006 to enhance the setting of the city in this area. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

<p>SITE ASSESSMENT CRITERIA</p>	<p>SCORE (GREEN,</p>
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	AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No significant issues	g
Any potential noise problems? No major noise sources affecting this site.	g
Could topography constrain development? The site is flat and relatively open with boundary hedgerows. The next field to the south-east and the land immediately to the west is also flat. The adjacent land to the south-west starts to slope up toward's White's Hill.	g
Affected by Air Quality Management Area? The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>County Highways: Size of development not specified. Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact). Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required. Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account. Potential impact on M11 Junction 11. No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required. Also – potential for cycle access to Great Shelford Station. Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities. Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using Cambridge Guided Bus where possible. Potential requirement to enhance Park and Ride site to provide greater capacity.</p>	a

A1307 corridor will need to be considered – capacity constraints at Addenbrookes Junction and along corridor into Cambridge will need to be addressed.	
Does the site provide access to other properties/highway? Yes, Granham's Road passes through the centre of the site and links Babraham Road with Shelford Road, but will not be a major constraint on the site.	g
Within 400m of high quality public transport route? The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, there are potential overlooking issues with respect to a number of existing properties alongside the Babraham Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site.	a
Site part of larger site or prejudice strategic site development? Yes, this site could be part of a larger site and potentially provide a link through to the Addenbrooke's Road to the west, but this would be dependent on further releases of land outside of the city boundary. The site could also be linked to the Bell School site, although the proposal for that site does not provide for a road link through at present. The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community. However, its not likely that the development of this site alone would unduly prejudice other sites because of various existing access roads in the area.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁸? National Grid Reference: 547180 254460. Area includes significant cropmarked remains of late prehistoric to Roman settlement at Gonville Farm (Monuments in Cambridge eg MCB9999, 6221, 5832). The Historic Environment record indicate this as a densely settled area to the north and west - in areas investigated ahead of growth sites at the Addenbrookes Campus and at Clay Farm, though cropmarked sites appear to become nucleated and more widely dispersed to the south. Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to inform the planning process over potential constraints to development.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations (e.g. topography) or the site becomes extended into adjoining South Cambs District Council land.	g
Sites integration with existing communities: Whilst the site is adjacent to the built-up area and proposed new development on the Bell	a

⁸ MCB is the CHER (Cambridgeshire Historic Environment Record)

School site, it could feel quite isolated from existing communities without good urban design, good connectivity, and appropriate community provision to aid integration. This situation might be improved if the site was part of a larger development area.	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School;no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

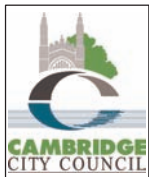
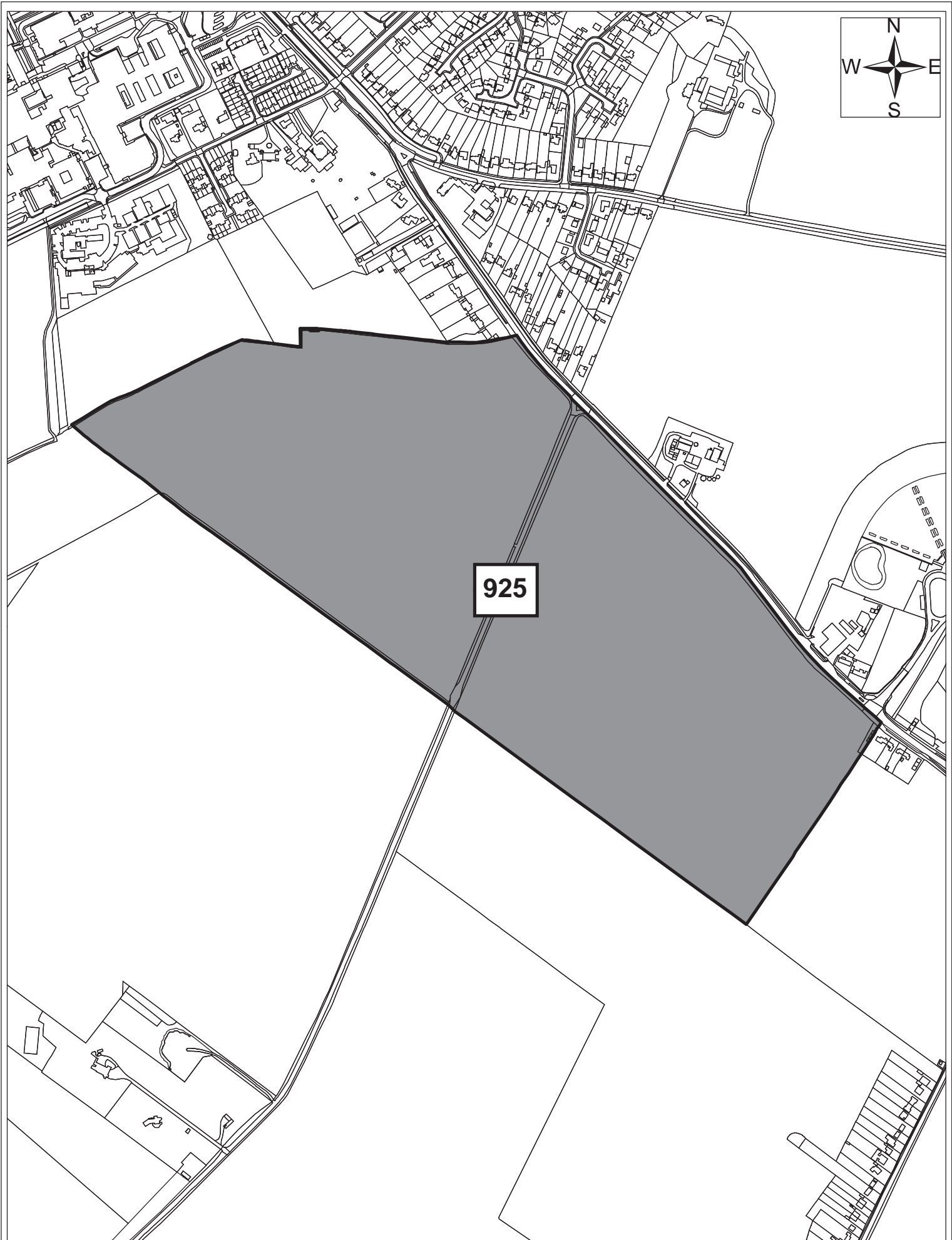
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Consultation Area: The north-west tip of the Site is within the Addenbrooke's Waste Consultation Area as outlined in Policy CS19 and CS30 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011.</p> <p>Conservation Team Comments: This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.</p> <p>Rights of Way: Public Rights of Way runs to the southwest of this location towards Nine Wells Local Nature Reserve. The north-west half of the site has permissive bridleways around its edge and through the centre. Part of the south-west boundary is also designated as a footpath.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: In terms of townscape, the location will form a significant "ribbon development" extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills. The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken. The location can effectively be considered in two halves, one south and one north of Granham's Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, small part of site is in Waste Consultation Area, public rights of ways, utilities improvement, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 925

Date:	11th May 2012
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:6,500

SHLAA SITES 2012

Site ID: Site 878

Site Name: Land East of Hauxton Road (Cambridge South)

Ward: Trumpington

Site Area in Hectares: 23.00 approx

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 7. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature hedgerows dissect the area and create field boundaries. It is arable farmland. There are clear views in and out of the area.</p> <p>The land between the Addenbrooke's Road and the existing Trumpington edge, east of Hauxton Road, was released for housing development (Glebe Farm).</p> <p>The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City and to Green Belt. This is particularly true of a major part of the site that is situated on relatively higher and open land. The small area of land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.</p>	r

<p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :- “The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South...” The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector’s report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. “</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. “</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: The site is mainly intensively farmed arable land with the potential to support breeding farmland bird species such as Yellowhammer, Corn bunting, Linnet, Grey Partridge and Skylark, all of which are species of conservation concern. These species will forage and breed in the arable fields but most require the boundary hedgerows and ditch features for breeding. Brown hares are also present. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development. Farmland bird populations and brown hares may require off site mitigation.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use:	g

No	
Protected Trees on site: No. Pre-development tree survey required.	g
<p>Relevant Planning History: The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site.</p> <p>See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively.</p> <p>Some of the Inspectors comments on Omission Site No.21 within SHLAA Site 904 would appear to be particularly relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>Adjoining site 904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the line of the Addenbrooke's Road and therefore would extend the urban development to the south. The openness of site and prominence of the views will add to the impact.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Hard on the M11 and trunk road into Cambridge. Noise survey essential . It may not be suitable at all for housing due to this constraint or noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The land is open, exposed and fairly flat. There is a plateau area immediately to the west of Shelford Road which falls away slightly to the southwest towards the M11.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 2,500 dwellings (350 in City and 2,150 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 21,250 daily all mode trips. The impact on the M11 junction will need to be investigated and modelled and there may be some infrastructure requirements to mitigate the impact of the development. The Highways Agency will also need to have input on this assessment due to the proximity of the M11.</p> <p>A full Transport Assessment and Residential Travel Plan will be required for this development and should look at the trip impact on the surrounding area including junction modelling to assess capacity issues. Improvements for accessibility by walking, cycling and public transport will also be required. NB: County is currently updating the trip rate formulas.</p> <p>This site has the potential for reducing the need for travel and also has good links to jobs, particularly at Addenbrookes hospital. The site is</p>	a

<p>fairly sustainable being close to the city centre with good access to the Cambridge Guided Bus.</p> <p>Access to the site should not be onto Hauxton Road. If access was to be gained off the Addenbrooke's Road or Great Shelford Road then consideration should be given to any existing accesses and signals.</p> <p>Should the number of dwellings get close to 3,000 then a third access may be required. Improvements to the Addenbrooke's Road southern junction may be required. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Although close to the Trumpington Park & Ride service, and the citi 7 service, the site does not quite meet the definition of a high quality public transport service, as outlined in Policy (8/7) of the 2006 Local Plan. This may improve further with the increases in bus services to the Southern Fringe sites comes forward.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? This site is part of a larger site of 168 hectares that has been promoted for development through the South Cambs SHLAA 'Call for Sites' process (145 hectares in South Cambs) as an urban extension to Cambridge comprises 2500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space. The site also sits alongside City SHLAA Site 904. It appears that access could and might be required through this site or Site 904 to enable development on the South Cambs Site SC105, although other accesses may be derived off Shelford Road.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁹? National Grid Reference: 544390 253700. Cropmarked remains of later prehistoric settlement to immediate southeast (Monuments in Cambridge - MCB11465). Roughly 700m west of designated site (Scheduled Monument CB 57 - Roman villa complex at White Hill Farm). Another designated site is approx. 600m to the south: CB58 - multi-period settlement remains north of hauxton (prehistoric to medieval). Iron Age settlement remains excavated at Glebe Farm to north (MCBs 19447-8, 19445). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel	a

⁹ MCB is the CHER (Cambridgeshire Historic Environment Record)

quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with new development at Glebe Farm, and other adjacent potentially developable land (Site 904) and in South Cambs (Site SC105), and appropriate community provision to aid integration.	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	No
Use of site associated with a community facility: No	g

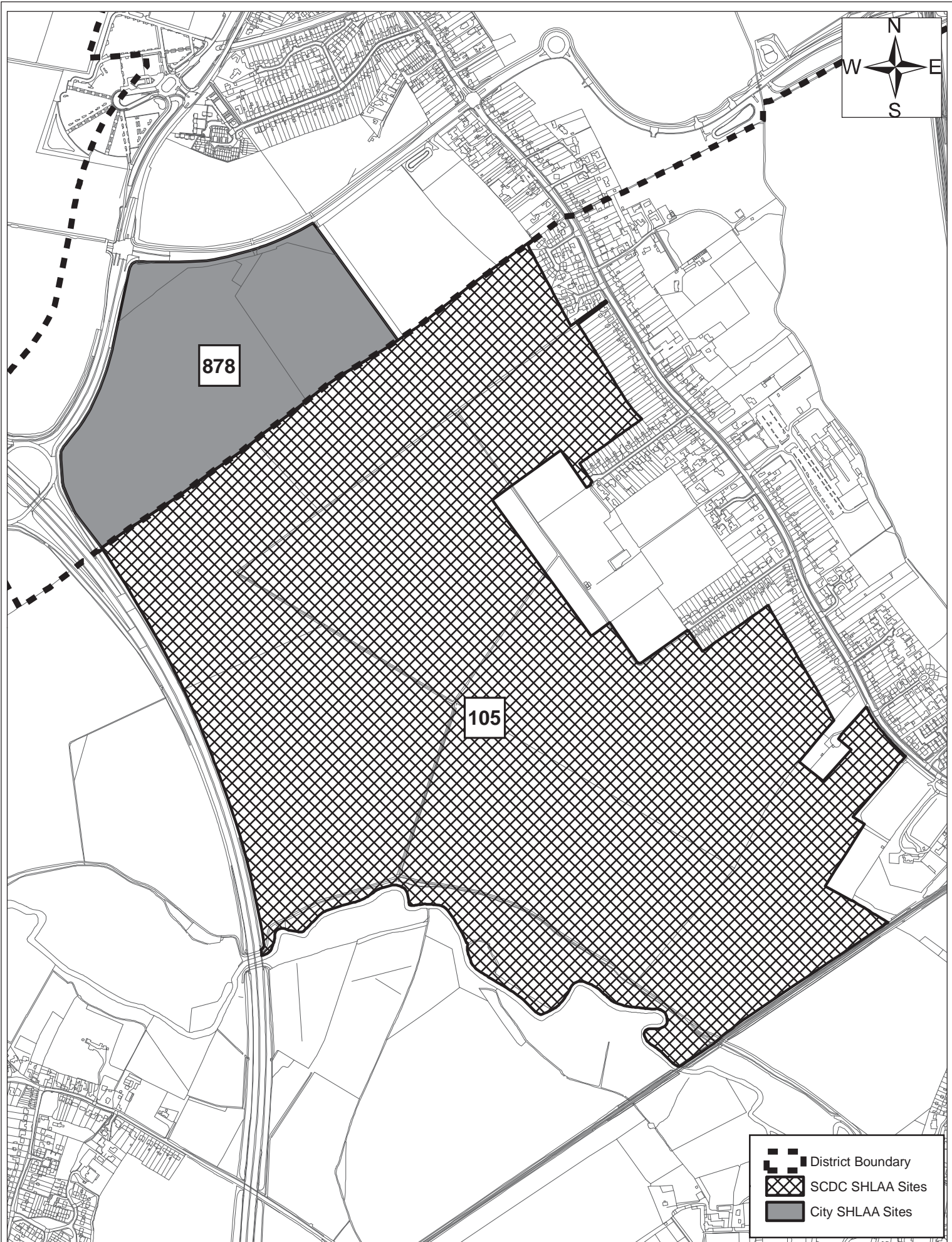
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? Yes - The site was submitted as a possible new employment location for the Employment Land Review. It was however rejected as being unsuitable for new employment.	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The location would “break” the established southern boundary of the city created through 2006 Local Plan site releases (and as recently up held by independent Inspector through the County Minerals & Waste Plan). Depending on the size of development the location could require a number of different access points. Access from Addenbrookes Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. The size of the site would “read” as a very significant extension to the city similar to the scale/area of Clay Farm. Any development here would have a strong relationship with other new and existing development along the southern fringe.</p> <p>Townscape Comments – Site Specific: Site 878 would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, utilities improvement, and wider urban design and townscape considerations.</p>	




Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 878, Site 105

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:10,000

SHLAA SITES 2012

Site ID: Site 904

Site Name: Land South of Addenbrookes Access Road

Ward: Trumpington

Site Area in Hectares: 9.22

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 7. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature hedgerows dissect the area and create field boundaries. It is arable farmland. There are clear views in and out of the area.</p> <p>The land between the Addenbrooke's Road and the existing Trumpington edge, east of Hauxton Road, was released for housing development (Glebe Farm).</p> <p>The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City and to Green Belt. This is particularly true of a major part of the site that is situated on relatively higher and open land. The small area of land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.</p>	r

<p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :- “The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South...” The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector’s report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. “</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. “</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: The site is mainly intensively farmed arable land with the potential to support breeding farmland bird species such as Yellowhammer, Corn bunting, Linnet, Grey Partridge and Skylark, all of which are species of conservation concern. These species will forage and breed in the arable fields but most require the boundary hedgerows and ditch features for breeding. Brown hares are also present. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development. Farmland bird populations and brown hares may require off site mitigation.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g

<p>Protected Trees on site: None on site, but some close to the eastern boundary.</p>	g
<p>Relevant Planning History: The Cambridge Local Plan 2006 covers this area and promoted the creation of a new urban edge to the north of this site.</p> <p>Cambridge Local Plan Inspectors Report 2006: Omission Site No.21 - Field to West of Properties Fronting Shelford Road (small site on eastern edge of Site 904) - The Inspector noted the site might have some sustainability advantages as near to village, but opposed it due to it breaching the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, concluded the Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>This was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the line of the Addenbrooke's Road and therefore would extend the urban development to the south. The openness of site and prominence of the views will add to the impact.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

<p>SITE ASSESSMENT CRITERIA</p>	<p>SCORE (GREEN, AMBER, RED)</p>
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? The land is open, exposed and fairly flat. There is a plateau area on the western side of the site which falls away slightly to the east towards Shelford Road.	g
Affected by Air Quality Management Area? Outside the Air Quality Management Areas. Will require Air Quality Assessment due to size.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 250 dwellings (all in the City). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 2,125 daily all mode trips. The impact on the M11 junction will need to be investigated and modelled and there may be some infrastructure requirements to mitigate the impact of the development.</p> <p>A full Transport Assessment and Residential Travel Plan will be required for this development and should look at the trip impact on the surrounding area including junction modelling to assess capacity issues. Improvements for accessibility by walking, cycling and public transport will also be required. NB: County is currently updating the trip rate formulas.</p> <p>This site has the potential for reducing the need for travel and also has good links to jobs, particularly at Addenbrookes hospital. The site is fairly sustainable being close to the city centre with good access to the Cambridge Guided Bus.</p> <p>Access to the site should not be onto Hauxton Road. If access was to be gained off the Addenbrooke's Road or Great Shelford Road then consideration should be given to any existing accesses and signals.</p> <p>Should the number of new dwellings in the wider area get close to 3,000 then a third access may be required. Improvements to the</p>	a

<p>Addenbrooke's Road southern junction may be required. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Although close to A10 route, the site does not meet the definition of a high quality public transport service, as outlined in Policy (8/7) of the 2006 Local Plan. This may improve further with the increases in bus services to the southern fringe sites comes forward.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, there are potential overlooking issues with respect to the properties alongside the north-eastern boundary which front onto Shelford Road and back onto this site.	a
Site part of larger site or prejudice strategic site development? Adjacent to a much larger site of 168 hectares that has been promoted for development through the South Cambs SHLAA 'Call for Sites' process (23 hectares in Cambridge City (Site 878) and 145 hectares in South Cambs (SC105)). The larger site is proposed as an urban extension to Cambridge comprising 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space. It appears that access could be required through this site or Site 878 to enable development on the South Cambs Site SC105, although other accesses may be derived off Shelford Road.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁰? National Grid Reference: 544860 253940. Cropmarked remains of later prehistoric settlement to immediate south (Monuments in Cambridge - MCB11465). Roughly 500m west of designated site (Scheduled Monument CB 57 - Roman villa complex at White Hill Farm). Iron Age settlement remains excavated at Glebe Farm to north (MCBs 19447-8, 19445). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with existing properties on Shelford Road, new development at Glebe Farm, and other adjacent potentially developable land (Site 878) and Site SC105 in South Cambs District Council, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a

¹⁰ MCB is the CHER (Cambridgeshire Historic Environment Record)

Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	No
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The location would “break” the established southern boundary of the city created through 2006 Local Plan site releases (and as recently up held by independent Inspector through the County Minerals & Waste Plan). Depending on the size of development the location could require a number of different access points. Access from Addenbrookes Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would required to mitigate the impacts from the M11. A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. The size of the site would “read” as a very significant extension to the city similar to the scale/area of Clay Farm. Any development here would have a strong relationship with other new and existing development along the southern fringe.</p> <p>Townscape Comments – Site Specific: Site 904 would require direct access from Addenbrookes Road, likely opposite that access created for Glebe Farm. The site would likely require a simple grid pattern of development with landscaped edges/buffers to the east and north boundaries. Any development would need to be considered in the context of possible initial or future inclusion of site 878 (and possibly SC105 in South Cambs).</p>	a

Level 3 Conclusion:

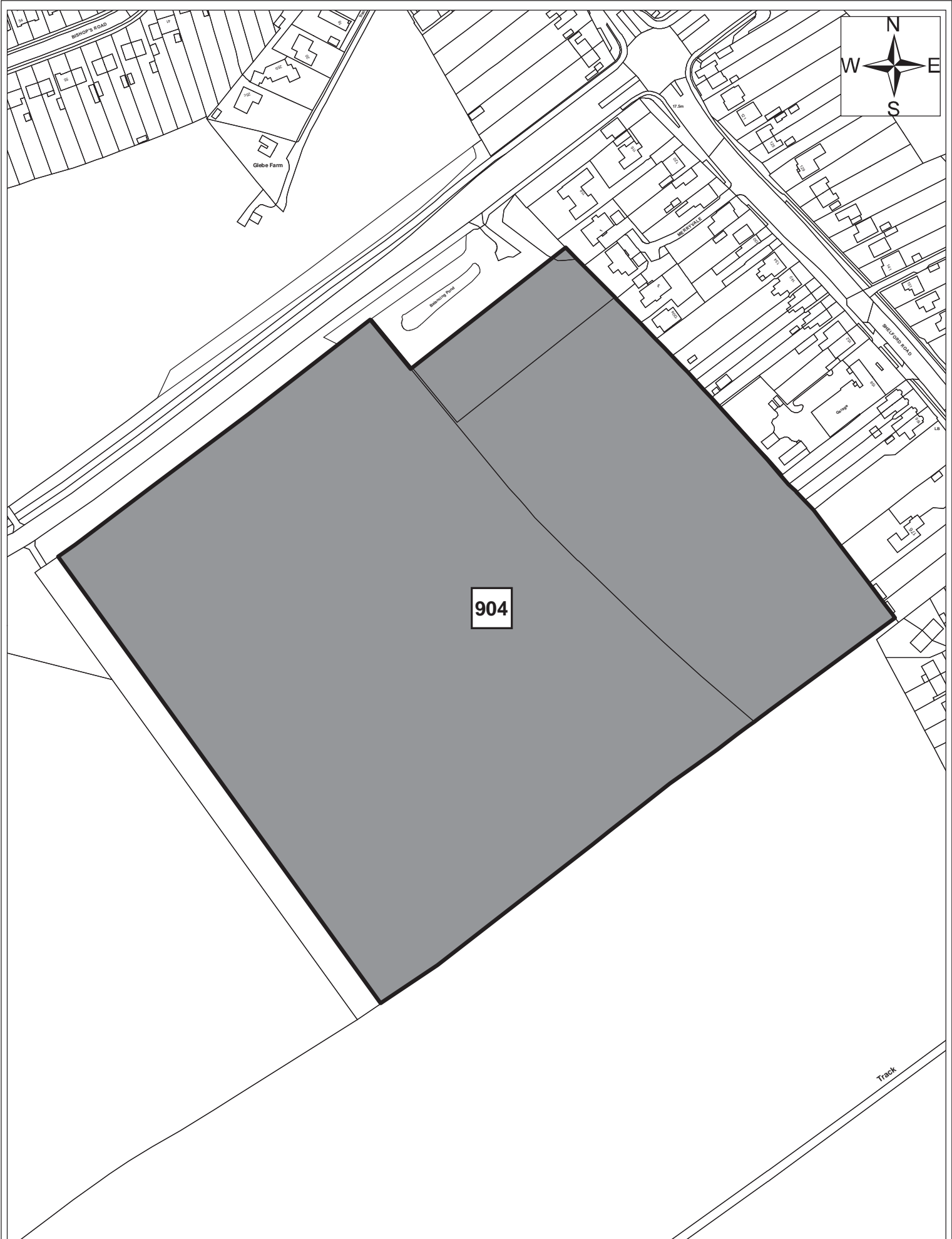
Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not previously developed land, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 904

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,500

SHLAA SITES 2012

Site ID: Site 914a

Site Name: Land West Of Hauxton Road- Residential Option

Ward: Trumpington

Site Area in Hectares: 4.65

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 8. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium/high – high importance to the setting of the City and high importance in terms of Green Belt purposes.</p> <p>Much of the zone is open and on a south facing slope flattening on higher ground towards Trumpington village. The area has distant views to and from the surrounding high ground to the southwest (Haslingfield). Views towards the City reveal that Trumpington church tower can clearly be seen. Parts of the zone are Defining Character to Cambridge.</p> <p>The adjoining areas outside the City administration boundary were released from Green Belt and the area inside the City boundary was retained as Green Belt. The outline permission for Trumpington Meadows remains mainly on the flat higher ground adjacent to the existing village, but does extend partially down the slope southwest towards the M11.</p> <p>As with other zones which expand the City edge further into the countryside and moving it closer to a major transport route (M11), it will result in the urban area being more visible than it is at present. In turn this will make the land between the M11 and the urban edge more important to the setting of the City and to Green Belt.</p>	r

In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No, but there is a Scheduled Monument (Romano British settlement) to the north west.	a
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: Arable land. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. The South Cambs Cambridge Southern Fringe Area Action Plan 2008 affects the adjoining land in South Cambridgeshire. The site has been the subject of over 50 planning applications, but most of these relate to the Trumpington Meadows development to the north. The first major applications were from Trumpington Meadowlands Co Ltd in 2006 and 2008 for 600 approx dwellings which subsequently received outline planning permission and is currently under construction. The 2008 permission is actually part of a much larger site that extends to the north and includes the land around the John Lewis distribution centre, and land in South Cambs District Council.	a
Level 2 Conclusion: The Development of this site would breach the proposed new urban edge that was designed as part of the Cambridge Local Plan 2006 to enhance the setting of the city in this area. This is being implemented through the Trumpington Meadows development to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary. In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Hard on the M11 and trunk road into Cambridge. Noise survey essential. It may not be suitable at all for housing due to this constraint or noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? Arable land without hedges which gently rises towards Hauxton Road to the east.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required likely major transport impact. Air quality assessment required. Outside the Air Quality Management Areas.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 500 dwellings (80 in City and 420 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 4,250 all mode daily trips. It is not clear where the access would be for the development. Access on to Hauxton Road would not be permitted. The M11 junction would need to be modelled to ensure it can accommodate any additional impact and the Highways Agency would need to be included in any proposals.</p> <p>A full Transport Assessment would be required to accompany any application including a Residential Travel Plan and junction modelling of the area to assess the network capacity. Any application will need to demonstrate that the southern access onto the Addenbrooke's Road can accommodate the additional traffic. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p>	a

<p>There are strategic public transport routes operating in this area so any additional delay will need to consider the impact on the bus journey times and along with the additional impact on the capacity of the bus services. Any development will need to prove that access can be gained through the Trumpington Meadows development. NB: County is currently updating the trip rate formulas.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? The site does not meet the Local Plan (Policy 8/7) definition of high quality public transport despite being within 400m of the Trumpington Park & Ride site.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: The approved Trumpington Meadows development to the north may raise overlooking issues.	a
Site part of larger site or prejudice strategic site development? The site is part of a much larger proposed site which includes land to the northwest in South Cambs SHLAA (SC68). Access might therefore be required through this site to SC68. However, it is not clear where the access would be for the development. The County Highways Agency have advised that access on to Hauxton Road would not be permitted. It may be possible to access/service development off the primary street through Trumpington Meadows. Some initial advice also suggests the northern and southern junctions onto Hauxton Road might, if necessary, be modified to provide sufficient capacity to accommodate the additional development.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹¹? National Grid Reference: 544070 253720. Prehistoric landscape. Neolithic settlement and ritual remains found in Trumpington Meadows development to immediate north (Monuments in Cambridge - MCB18001). Early to Middle Iron Age settlement remains found on the Addenbrookes Link Rd to north-east (MCB17986. Later Iron Age settlement remains found at Glebe farm (MCB19449). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with Trumpington Meadows and other potentially developable land in South Cambs District Council, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a

¹¹ MCB is the CHER (Cambridgeshire Historic Environment Record)

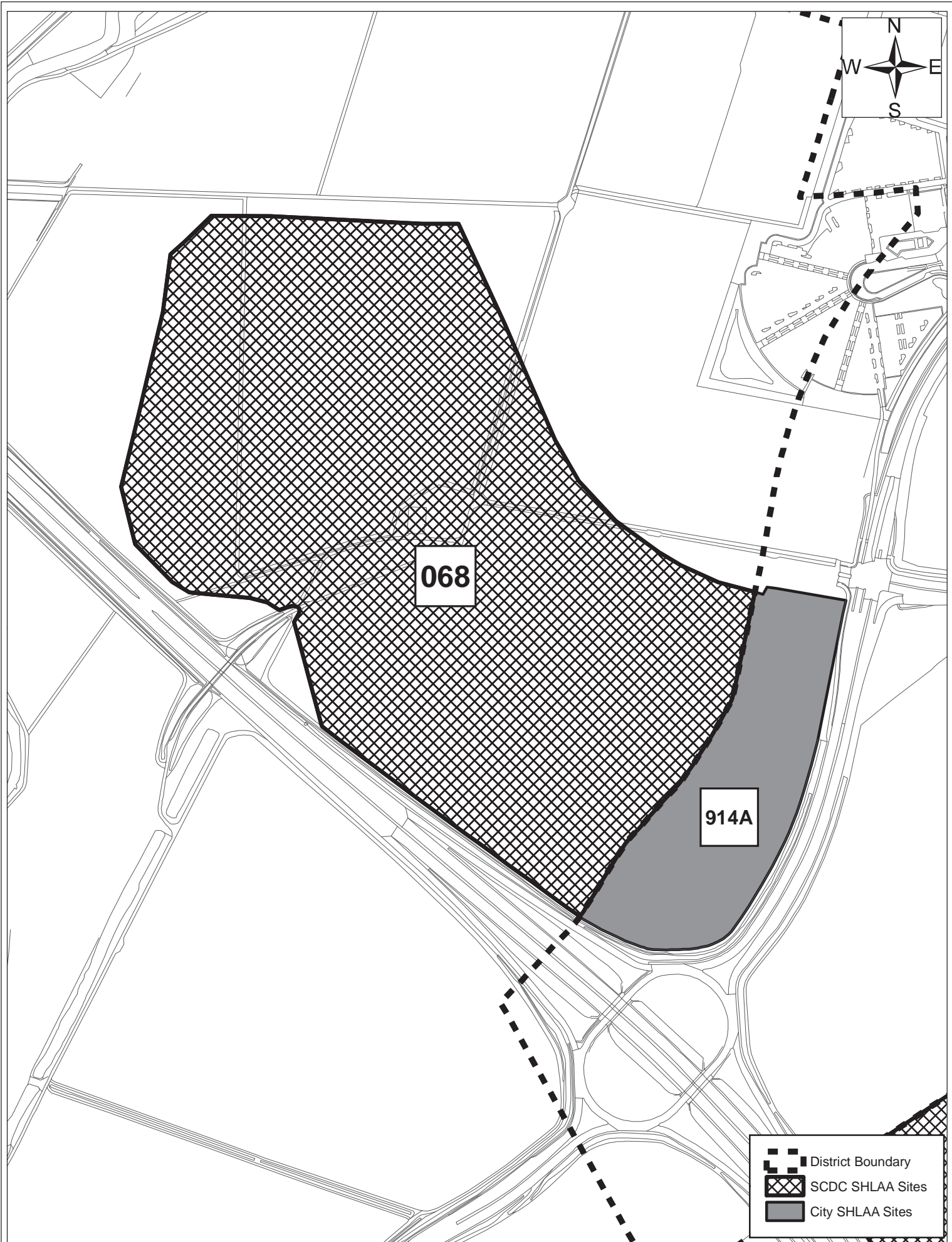
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Consultation Area: The site lies within the Lord's Bridge Consultation Area 1 (policy 8/15) which requires consultation on any applications involving industrial development or resulting in light pollution.</p> <p>Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: This site has a number of constraints and on its own would be difficult to develop given the need for a building set back from Hauxton Road, associated noise and air quality issues from M11, and difficulty of orientation of fronts and backs of plots. At the very most, depending on the required set back from Hauxton Road and the M11, only one or two long perimeter blocks are possible via access from the westerly termination of the Addenbrooke's Road. Resulting capacity likely to be lower if significant setbacks required from adjacent roads.</p> <p>The urban extension at Trumpington Meadows was agreed via the Cambridge Local Plan 2006 and South Cambs Southern Fringe Area Action Plan has been designed to form a distinctive urban edge and gateway to Cambridge and the meadows and farmland of this site are important as a setting to the city and to the development. Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, utilities improvement, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

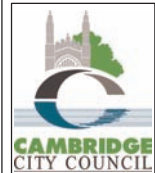
The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 914A, Site 068

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:5,000

SHLAA SITES 2012

Site ID: Site 914b

Site Name: Land West Of Hauxton Road-Residential & Community Stadium Option

Ward: Trumpington

Site Area in Hectares: 0.00

Number of Units (constrained): 0

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use:	
Buildings in use:	
Any legal issues:	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt:	
In Area Flood Risk:	
European Nature Conservation Site:	
SSSI:	
Involve Demolition Listed Building:	
Affect Scheduled Ancient Monument:	
Affect Historic Park & Garden:	
Level 1 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

Does the site warrant further assessment?

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria:	
Local Nature Conservation importance:	
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use:	
Protected Trees on site:	
Relevant Planning History:	
Level 2 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

Does the site warrant further assessment?

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site?	
Any potential noise problems?	
Could topography constrain development?	
Affected by Air Quality Management Area?	
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area:	
Access meets highway standards:	
Does the site provide access to other properties/highway?	
Within 400m of high quality public transport route?	
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site:	
Site part of larger site or prejudice strategic site development?	
Development would impact on setting of listed building:	
Site in or adjacent to Conservation Area:	
Development affect any Locally Listed Buildings?	
Development affects archaeological remains ¹² ?	
Site shape impacts on developability?	
Sites integration with existing communities:	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre:	
Site within 400m of Local Centre:	
Site within 400m of Doctors Surgery:	
Site within 400m of Nursery School:	
Site within 400m of Primary School	
Site within 400m of Secondary School:	
Site within 400m of public open space:	
Use of site associated with a community facility:	
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan?	
Is the site allocated in Minerals and Waste LDF?	
Is the site in an area of major change?	
Will development be on previously developed land?	
Is site identified in the Council's Employment Land Review?	
OTHER CONSIDERATIONS	
Any other constraints on site?	
Level 3 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

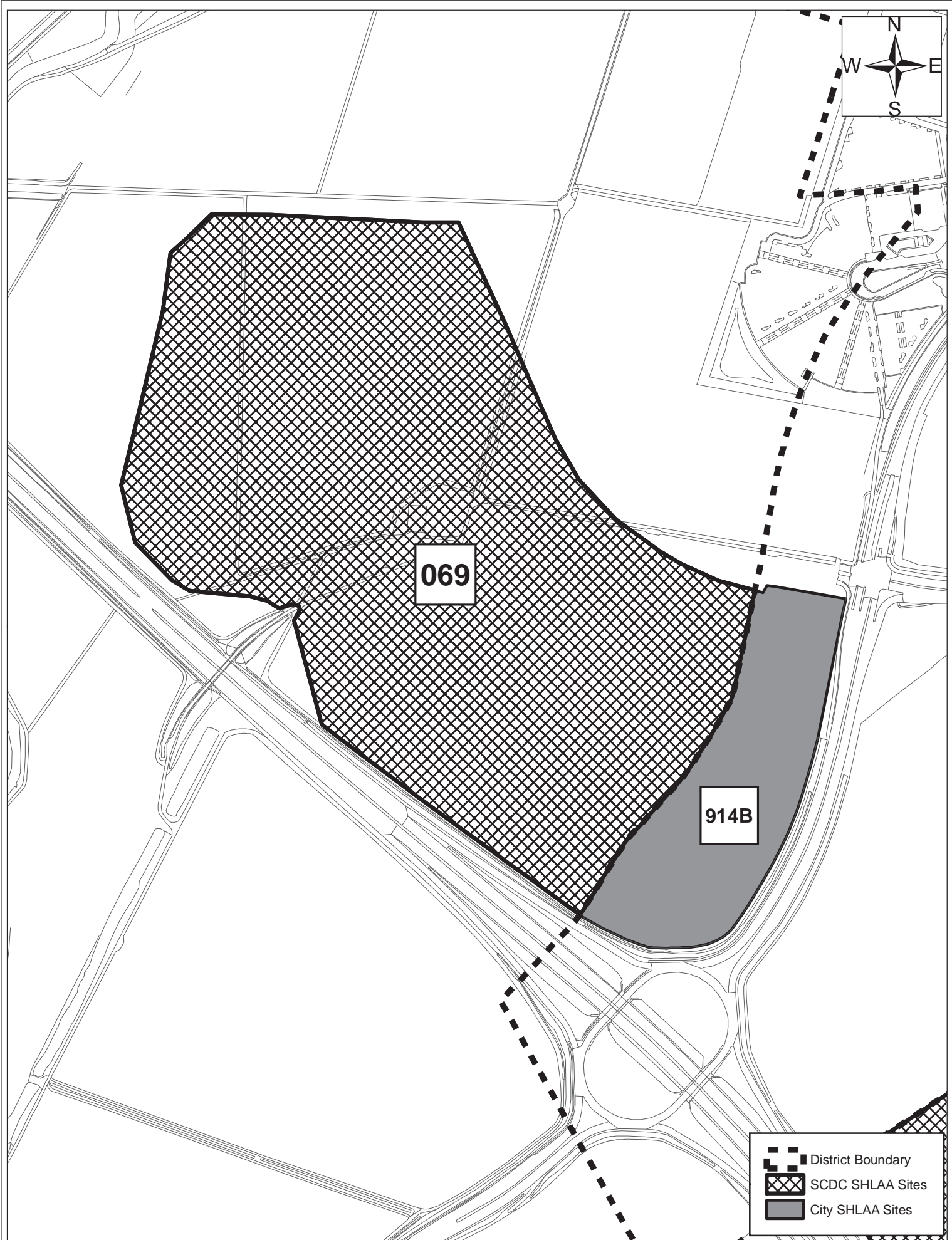
Overall Conclusions:




The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.

¹² MCB is the CHER (Cambridgeshire Historic Environment Record)



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 914B, Site 069

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:5,000

SHLAA SITES 2012

Site ID: Site 924

Site Name: Land West of Trumpington Road

Ward: Trumpington

Site Area in Hectares: 45.30

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture, Golf Course, Football Ground, and Playing Fields.	a
Buildings in use: Clubhouse, Sports Pavilions, and Residential Property	a
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumpington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam, which forms its western boundary. On the opposite (western) side of the river lie Grantchester Meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>Site designated Protected Open Space or criteria: Yes, the northern portion of the site has various protected open space areas including the Leys and St.Faiths School playing field, the Cambridge Football Stadium (outdoor sports facilities), and the Cambridge Lakes Golf Course.</p>	r
<p>Local Nature Conservation importance: The majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it is likely to still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. The existing Green belt designation offers protection of this green corridor heading into the City that includes many sites designated for Nature Conservation including the River Cam County Wildlife Site, Paradise Local Nature Reserve, Perse Girl School Reedbed (with associated heronry) and Coe Fen County Wildlife Sites. I understand the farmland between the proposed site and the river has recently been brought into 'Higher level Stewardship' by the landowner to benefit nesting wading birds. Such species require low disturbance, especially from dogs and could adversely effected by any changes to the hydrology of the site. Any development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation.</p> <p>The mature tree belt along Trumpington Road is a City Wildlife Site.</p>	a

<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: Yes, there is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium. Pre-development tree survey to British Standard 5837 may be required.</p>	a
<p>Relevant Planning History: Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for Housing.</p> <p>The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by Landscape Design Associates in response to the Structure Plan concern about this land indicated that it was not suitable for development. The Landscape Design Associates study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location, which in visual terms could be developed without harming publically accessible views. The playing field and golf course contribute to the quality of the landscape setting.</p>	a
<p>Level 2 Conclusion: A significant part at the northern end of the Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>The Cambridge Local Plan 2006 rejected this area on the grounds of not being suitable for development.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

<p>SITE ASSESSMENT CRITERIA</p>	<p>SCORE (GREEN, AMBER, RED)</p>
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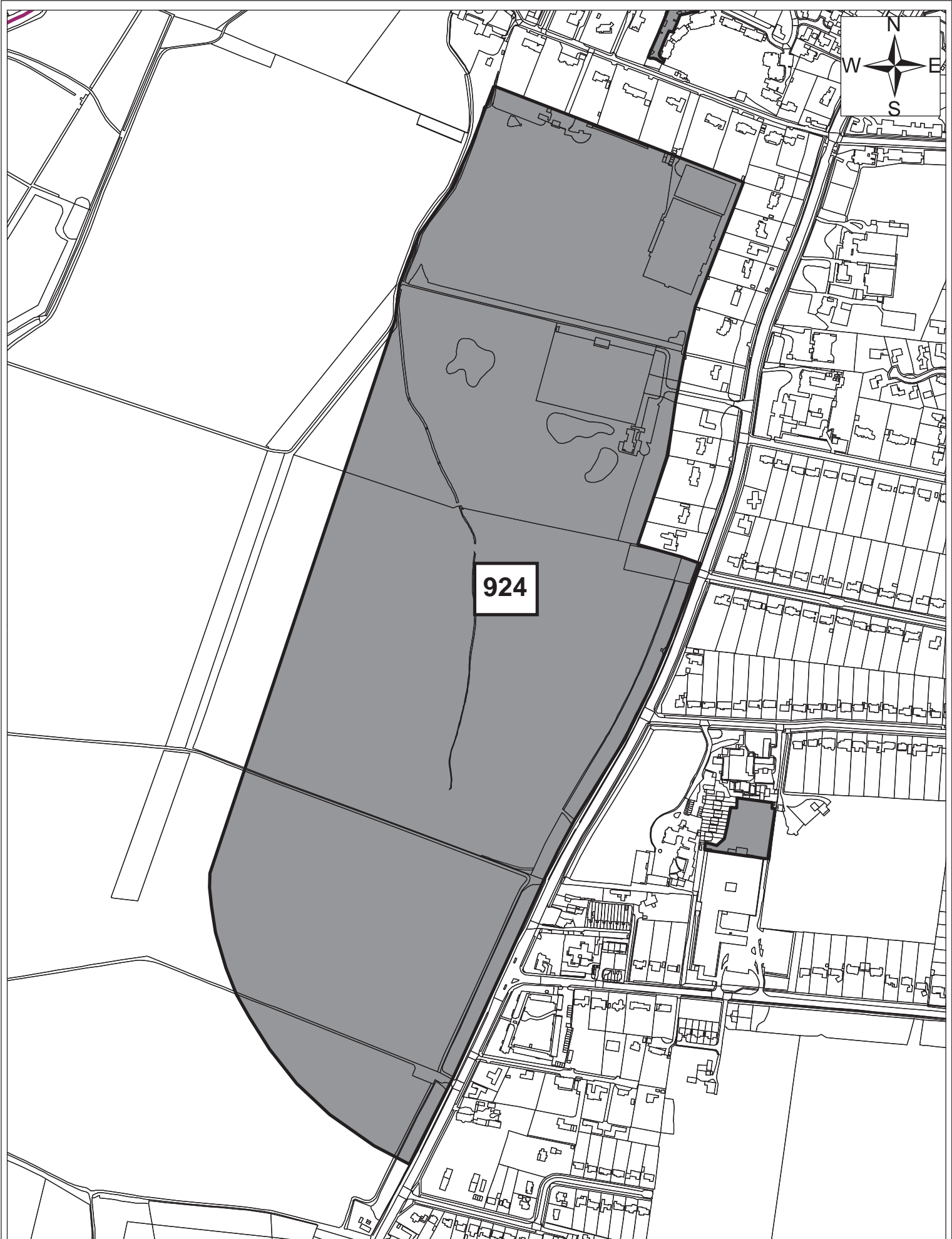
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No significant issues	g
Any potential noise problems? No major noise sources affecting this site.	g
Could topography constrain development? The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Granchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west.	a
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very well related to the City Centre, but could also be attractive for M11 J12. It could result in adverse impacts upon the Strategic Road Network so we would require a robust assessment to confirm this before coming to a definitive view.</p> <p>County Highways: Size of development not specified. Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact). Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required. Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account. Potential impact on M11 Junctions. No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required. Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities. Provision required for Cambridge Orbital Cycle Route. Opportunities to develop and enhance bus services connecting to</p>	a

<p>Cambridge city centre, the railway station and other key destinations – using CGB where possible.</p> <p>Potential requirement to enhance Trumpington Park and Ride site to provide greater capacity.</p> <p>A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed.</p>	
<p>Does the site provide access to other properties/highway? No access through the site to other uses or properties.</p>	g
<p>Within 400m of high quality public transport route? The Citi 7 bus route passes alongside the south-eastern corner of the site, but is only frequent during peak times. The Trumpington Park & Ride service (10 minute during the day) also passes the site. However, neither of these services meet the Local Plan (Policy 8/7) definition of high quality public transport.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The site is backed onto by several properties in Trumpington Road and Latham Road, which overlook the area.</p>	a
<p>Site part of larger site or prejudice strategic site development? No, its not envisaged the site will provide access to other sites. The land to the west and south are on a prominent slope down to the River Cam and not thought suitable for development.</p>	g
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: Part of the site is in the Southacre Conservation Area which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study.</p>	a
<p>Development affect any Locally Listed Buildings? The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.</p>	a
<p>Development affects archaeological remains¹³? National Grid Reference: 544530 256540. Very significant archaeological area: This area on the east side of the R. Cam contains extensives cropmarked sites of Bronze Age, Iron, Age and Roman settlements, funerary monuments and field systems, supported by a network of droves. Gravel and residential ground works at the turn of the 20th century revealed Iron Age remains, Roman burials and settlement evidence at Latham Road (Monuments in Cambridge - eg MCBs 11425, 5884, 6093, 6069) and a Saxon cemetery at Dam Hill, near Vicar's Brook. The central area of the site contains similar archaeological cropmarked evidence to that recently investigated at Clay Farm (Gt Kneighton devt): late Bronze Age field systems and settlement enclosures, along with distinctive cropmarked sites of Roman ladder enclosures (eg MCBs 10752, 5892, 17955, 17895). Roman building fabric is recorded at the south end of the allocation area, further attesting to the presence of significant buildings in this area.</p> <p>Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to</p>	a

¹³ MCB is the CHER (Cambridgeshire Historic Environment Record)

inform the planning process over potential constraints to development.	
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: The site abuts Trumpington Road and is close associated with many other residential areas around. Providing there is good design and connectivity there is no reason to assume that the development should not integrated well with the existing communities.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: yes	g
Site within 400m of Primary School: yes	g
Site within 400m of Secondary School: no	a
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? A narrow strip on the south-eastern edge of the site is within the Southern Fringe Area of Major Change, but the rest of the area is outside.	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Rights of Way: There is a Public Rights of Way along the north-western boundary which links to a permissive footpath west to east through the centre of the site and then south down the eastern boundary the site.</p> <p>Utilities: improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: This site is largely classed "very high" in respect of its significance to the Green Belt. It is also significant that the City Council reviewed this site in 2003 as a potential Green Belt release as stated above under relevant Planning History, and consultants advising the Council found that there was no case for release. The north part of the site however is apparently less significant in respect of Green Belt significance than the remainder.</p> <p>Access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including topography, air quality, access and other transport considerations, overlooking, Conservation Area, locally listed buildings, potential archaeological implications, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, public right of ways, utilities improvement, and wider urban design and townscape considerations.</p>	
<p>Overall Conclusions:</p> <p>The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>	



Site 924

Date:	11th May 2012
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:5,750