

# **Site Assessments of Rejected Green Belt Sites for Broad Location 1**

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 1 Land North &amp; South Of Barton Road</b>
<b>Site reference number(s):</b> SC232	
<b>Site name/address:</b> Land North and South of Barton Road	
<b>Functional area (taken from SA Scoping Report):</b> Not applicable in SCDC	
<b>Map:</b>	
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<p><b>Site description:</b> The site lies to the north and south of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east and the M11 and its slip road and Coton Road lie to the west. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm, and recreation grounds on the north eastern part of the land south of Barton Road. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.</p> <p>Note: this site forms part of a larger site, including land within Cambridge City Council's area (Site 921). On going discussions are being held with adjoining landowners to form a more complete site.</p>	
<b>Current use(s):</b> Agricultural and sports field.	
<b>Proposed use(s):</b> Part of a larger site including land in Cambridge City Council's area for predominantly residential development of 2500+ dwellings and to include significant new College and public facilities, employment, retail, community uses, commercial uses and public open space (113.10 hectares in South Cambridgeshire)	

<b>Site size (ha):</b> South Cambridgeshire: 149.97 ha
<b>Assumed net developable area:</b> 74.98-112.48ha (assuming 50%net or 75% net)
<b>Assumed residential density:</b> 40dph in SCDC
<b>Potential residential capacity:</b> 2,999-4,499
<b>Site owner/promoter:</b> <i>Owners known</i>
<b>Landowner has agreed to promote site for development?:</b> Yes (site has multiple land owners)
<b>Site origin:</b> <i>SHLAA call for sites</i>
<p><b>Relevant planning history:</b></p> <p>Parts of the site have been considered through the LDF:</p> <ul style="list-style-type: none"> <li>- Housing Shortfall Site 7 (2008) which was considered at Housing Supply session at SSP Examination</li> <li>- Objection Sites 2 (2007) – Sites 3 and 4, which were considered at the SSP Examination MM4</li> <li>- Objection Sites (2006) sites 5 and 6, which were considered in MM2 at the Core Strategy Examination.</li> </ul> <p>LDF SSP Examination Inspector (2009)</p> <ul style="list-style-type: none"> <li>- Barton Road north (mixed use) – “The quality of the view of the historic centre of Cambridge from the M11 and other locations west of Cambridge is of quite a different order from that seen from the A14. There is a large area of open land west of the City, between it and the motorway. This open land approaches close to the City Centre. There is little development to be seen in this extensive foreground landscape, and several historic features are clearly seen beyond the countryside. Even the reduced area for development, promoted since the representations were made on the submitted DPD, would impinge on this view, sometimes directly in front of historic features, and would spoil the setting of the city. It is not only the motorway traveller who benefits from these striking views of the historic centre. The footpath from Barton Road to the M11 overbridge provides views, and so does higher land west of the motorway. In our opinion a development of about 400 dwellings (in South Cambridgeshire), and other buildings, would not be hidden by virtue of its own design attributes, buildings outside the site, and vegetation. In addition the Barton Road approach to Cambridge is important because it is undeveloped. New development could be set back and landscaped, but would be seen from the road and would spoil the approach which is another valuable element in the setting of the City.</li> <li>- Barton Road south (mixed use including recreation and education) – “Although development for sports use would not be inappropriate in principle, such an extensive grouping of pitches and ancillary features in this location would be harmful to the rural character and visual amenities of the Green Belt, and to the setting of the City. There is also poor public transport along Barton Road, and this location outside the City is not well situated for users walking to facilities. An allocation would not be very sustainable, bearing in mind the size of the scheme.”</li> </ul> <p>Representations advancing similar arguments were rejected by the Structure Plan Examination In Public Panel (2002), by the Cambridge Local Plan Inspector (2006) and by the High Court (2007) which considered a subsequent challenge to the adoption of the Cambridge Local Plan (2006).</p>
<b>Level 1</b>
<b>Part A: Strategic Considerations</b>
<b>Conformity with the Council’s Sustainable Development Strategy (SDS)</b>

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

### Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	A = Flood risk zone 2	Amber: Extensive parts of the land north of Barton Road between the City boundary and the M11 are within Flood Zone 3 (High Risk). The land south of Barton Road is all within Food Zones 1. Average score Amber
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.  Surface water ponding occurs in fields to south of Barton Road. M11 is known to have flooded in October 2001 at a location immediately west of the site. SCDC Strategic FRA should be consulted prior to site FRA or detailed design.

### Green Belt

Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special	See below	Development on this site would have significant negative impact on the Green Belt affecting views from the west and setting of

character of Cambridge and setting?		the city. Land to the south of Barton Road is very open with exceptional views of the collegiate historic core.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The west edge of Cambridge can demonstrate perceived compactness because of the leafy environment of Barton Road.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Development south of Barton Road would decrease the distance between the City and Grantchester and would begin to compromise separation between.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: The existing urban edge is green and rural in the majority of this location.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a recognised green corridor.
The distribution, physical separation, setting, scale	R = Significant negative impacts incapable of	Red: Development south of Barton Road would

and character of Green Belt villages (SCDC only)	satisfactory mitigation	decrease the distance between the City and Grantchester and would begin to compromise separation between the city and the village.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site would have a severe negative impact on the purposes of Green Belt.

#### Impact on national Nature Conservation Designations

Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI

#### Impact on National Heritage Assets

Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings

#### Part B: Deliverability and Viability Criteria

Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: This site does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.  The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy

		<p>CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?</p>	<p>A = Site or part of site within the SZ</p>	<p>Amber: Part of site within the SZ for structures &gt;90m</p>
<p>Is there a suitable access to the site?</p>	<p>A = Yes, with mitigation</p>	<p>Amber: Yes access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location.</p> <p>The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge. Major areas of investigation will be for non domestic car usage.</p> <p>Although the site is outlined in red the Highway Authority requests information with regards to the other land in control /ownership to enable Highway Authority to assess potential deliverability.</p> <p>In the Highway Authority's opinion a significant level of infrastructure be required to encourage more sustainable transport links which; such infrastructure will extend beyond the</p>

		<p>confines of the site.</p> <p>A full Transport Assessment will be required.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: 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. County Council are 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>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: As it stands the A14 corridor cannot accommodate any significant additional levels</p>



		<p>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>These sites are likely to be closely related to the M11 at Junctions 12 &amp; 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>With regard to the A14, the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to the West Cambridge and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be</p>
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		removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Yes, there are further sites to the north which require access off Barton Road as well, and there are sites in between which future development might be restricted by SC232.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: No known constraints. The site has multiple landowners.
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: South Cambs SHLAA Assessment: The site is available immediately. The first dwellings could be completed on site 2011-16 Phasing - 250 dwellings 2011-16, 700 dwellings 2016-21, 700 dwellings 2021-26, 850 dwellings 2026-31  This seems somewhat optimistic given size of site timing of Local Plan need for Master Planning and application processes. Change Green to Amber
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Utility services (e.g. pylons) – power lines run across the south western corner of the land north of Barton Road.

		<p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Medium Pressure reinforcement would be required to support the full load.</p> <p>Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to</p>
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		accommodate this proposal. An assessment will be required to determine the full impact of this site.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Site is over 800m from nearest local centre but it scores amber because it is large enough to support a new local centre.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Half of the site is within 3km limit (Chesterton Community College and Parkside Community College both currently operating at capacity) with the remainder beyond.
How far is the nearest primary school?	City preference:	Green: Site is between 1 and 3km from nearest

	<p>G = &lt;400m or non-housing allocations or site large enough to provide new school</p> <p>SCDC:</p> <p>A = 1-3 km</p>	<p>primary schools (Barton CE (A) Primary School, Coton CE Primary School, Fawcett Primary School, St Alban's Primary School, St Pauls Primary School, Newnham Croft Primary School and Park Street Primary School).</p> <p>Sites large enough to generate a need for a primary school can be assumed to provide one and be scored as a G.</p>
<p>Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?</p>	<p>G = No effect or would support the vitality and viability of existing centres</p>	<p>Green: The site would be large enough to support a new Local Centre. The distance to the nearest Local Centre, Grantchester Street in Newnham, is greater than 800m and therefore a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.</p>
<p><b>Accessibility to outdoor facilities and green spaces</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).</p>	<p>G=No</p>	<p>Green: Acceptable only if replaced by an equivalent area, of similar quality and in a suitable location.</p> <p>Two College playing fields are located at the eastern end of the site to the south of Barton Road. Both are in shared use by Kings College and Selwyn College. The second playing field is used by Queens College and Robinson College. Robinson being a newer foundation does not have an extensive stock of playing fields. Both playing fields are in active use and are close to the City. They</p>

		<p>would need to be replaced in any redevelopment. If they were to be relocated elsewhere on the site this may not be convenient for students given the distance involved and the quality of the Barton Road cycle path which is located on the north side of Barton Road.</p> <p>Of these 4 colleges only Kings and Queens College are sponsors of the redevelopment of site SC232.</p>
<p>If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p>	G=Yes	<p>Green:If development includes other open space provision, sports provision, or other recreation facilities of sufficient benefit to outweigh the loss</p> <p>The area could in theory be replaced by an equivalent area within the development but as pointed out above would be less than ideal for current users in terms of its location.</p>
<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?</p>	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	<p>Green: If there is clear demonstrable evidence of an excess in provision taking into account potential future demand and after local consultation.</p> <p>Assumes minimum on-site provision to adopted plan standards is provided onsite. This wouldn't necessarily cater for College requirements.</p>
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: Approximately half of the site is within 1km of an employment centre with the remainder within 3km of an employment centre.

Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Barton LSOA 8224: 6.02 and Barton LSOA 8225: 7.07 and adjacent to Newnham LSOA 7984: 4.61
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Service does not meet the requirements of a high quality public transport (HQPT)
How far is the site from an existing or proposed train station?	R = >800m	Red: Over 800m to nearest station
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: The section of the site south of Barton Rd would need good links across to the off-road path north of Barton Road.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	A = Score 10-14 from 4 criteria below	Total Score = 14
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 1000m (2)	Newnham, Gough Way
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	75 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.1km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: Site less than 1,000 metres from M11. An air quality assessment is essential
Would the development of	R = Significant adverse	Red: Air quality issues –

<p>the site result in an adverse impact/worsening of air quality?</p>	<p>impact</p>	<p>Leas than 1000m from the M11. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality, especially within Cambridge City. Extensive and detailed air quality assessments, in line with local policy and in liaison with Cambridge City Council, will be required to assess the impact of such a development at pre-application stage.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Significant adverse noise impacts - The west of the site bounds the M11 including M11 junction 12 / Barton Road roundabout and Barton Road intersects the site. There are high levels of ambient / diffuse traffic noise and other noise sources include Laundry Farm and the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Site similar to North West Cambridge and at least half the site nearest M11 and to lesser distance from Barton Road either side is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of</p>



		<p>protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.</p> <p>Noise issues - Farm noise has not been quantified so off-site mitigation may be required and no guaranteed this can be secured, but overall in terms of adverse farm noise impact- low to medium risk.</p> <p>Noise issues - Site is close to Cambridge Model Engineering Society, Club House Premises and Miniature Railway Track, Fulbrooke Road, Granchester. The track is approximately 300m long and miniature ground level steam, electric (and occasionally gas turbine) trains run on 7¼in, 5in and 3½in tracks and at times the site is open to the public. Noise from any workshop and tracks has not been quantified but may require assessment etc.</p> <p>Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. No evidence requires possible site visit. Minor to moderate risk.</p>
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Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.  No adverse odour issues as consequence of residential development.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination - part of the site is adjacent to filled land and therefore requires investigation. A Contaminated Land Assessment will be required as a condition of any planning application.

#### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1

#### Protecting the townscape and historic environment *(Landscape addressed by Green Belt criteria)*

Criteria	Performance	Comments
Would allocation impact upon a historic	G = Site does not contain or adjoin such areas, and	Green: Site does not contain or adjoin such areas, and

park/garden?	there is no impact to the setting of such areas	there is no impact to the setting of such areas
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: The land south of Barton Road lies approximately 120m to the south west of the West Cambridge Conservation Area.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site.  Results of <b>pre-determination</b> evaluation to be submitted with any planning application to inform a planning decision.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Majority of site on Grade 3 land with a small amount of urban land and Grade 2 land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: Development not on PDL
Would development make use of previously developed land (PDL)? (SCDC) A=No G=Yes	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the

Site)		<p>JNCC Invertebrate Site Register supporting the nationally Notable B Musk Beetle (<i>Aromia moschata</i>)</p> <p>The hedgerows to the east of the M11 are designated as a County Wildlife Site.</p>
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: There are no significant opportunities identified in the Green Infrastructure Strategy or loss of existing green infrastructure capable of appropriate mitigation
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches

		<p>present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.</p> <p>With careful design it should be possible to mitigate any impact on the natural environment.</p>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: There are two groups of protected trees near the M11 slip road in the western part of the site, a group along the A603 in the middle of the site, and a group along the southern boundary of the site.
<b>Any other information not captured above?</b>		
The lay-by off Barton Road is in active use as a holding area for coach parking. This operates in conjunction with coach dropping off points in Queens Rd and Silver St. Its loss in conjunction with any development on the south side of Barton Road will create other issues.		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>-Development of this site would have a severe negative impact on the purposes of Green Belt.</li> <li>-Large areas of the land north of Barton Road falls within Flood Zone 3 (high risk).</li> <li>-Some surface water problems on south eastern part of site.</li> </ul>
<b>Level 2 Conclusion</b> (after allowing scope for	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>-The site does not have</li> </ul>

mitigation)		<p>access to high quality public transport.</p> <p>-The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</p> <p>-Further than 800m to access health facilities though the size of the site would merit new provision within the development.</p>
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	<p>Red:</p> <p>-Site with a no significant development potential (significant constraints and adverse impacts)</p>
<b>Viability feedback (from consultants)</b>	<p>R = Unlikely to be viable,  A = May be viable  G = Likely to be viable</p>	<p><i>Sites ranked A or G will be taken forward for viability assessment by consultants</i></p>

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 1 Land North and South Of Barton Road</b>
<b>Site reference number(s):</b> CC927	
<b>Site name/address:</b> Barton Road North 2	
<b>Functional area (taken from SA Scoping Report):</b> West Cambridge	
<b>Map:</b>	
<p>The map shows a shaded area labeled 'CCC 927' situated near Barton Road North 2 and Bin Brook. Surrounding features include the University Sports Ground, Trinity Old Field, Corpus Christi College Sports Ground, Pinehurst South, and Wolfson College. The map also shows various roads like Adams Road, Herschel Road, and Cranmer Road, along with playing fields and drains. A legend in the bottom right corner identifies the District Boundary.</p>	
<b>Site description:</b> Agricultural field mostly surrounded by hedgerows and occasional hedgerow trees giving an open appearance when viewed from the west.	
<b>Current use(s):</b> Agriculture	
<b>Proposed use(s):</b> Residential	
<b>Site size (ha):</b> 6.96ha Cambridge: 6.86ha SCDC 0.00ha <b>Assumed net developable area:</b> 5.14ha (assuming 75% net)	
<b>Assumed residential density:</b> 45dph	
<b>Potential residential capacity:</b> 231	
<b>Site owner/promoter:</b> Owner known	
<b>Landowner has agreed to promote site for development?:</b> Yes as part of larger site	
<b>Site origin:</b> <i>Green Belt Site Assessment 2012</i>	

**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:

- 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.

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. 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.

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.

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.

No relevant planning applications for residential use.

### Conformity with the Council's Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	<b>R</b> = No <b>G</b> = Yes	

### Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	<b>A</b> = Flood risk zone 2	Amber: Over 50% the location lies within Flood Risk Zone 2 (the medium level of river flood risk).
Is site at risk from surface water flooding?	<b>A</b> = Medium risk	Amber: Fairly significant surface water flooding along watercourse corridors.



		Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is screened on all sides by vegetation. Development could be considered on this site if it were low density and low height.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site around 1.5km	Green: The west edge of Cambridge is important because it demonstrates compactness. However because the site is enclosed the perceived distance from edge to centre would not be affected.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would be no affect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: Site is sensitive to negative impact on the setting of the City. Impact could be avoided by development being low density and low height and include landscape buffers.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green : There are open, sometimes elevated, views of the site from the west. However the site is protected by a tree belt and impact on views could be avoided if development is restricted.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing very high quality, rural, soft green edge should be protected and managed.
Distinctive urban edge	G = Not present	Green: The existing edge is not a distinctive urban edge.

		It is soft green.
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation	Red: There would be a loss of land in a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on distribution, physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and would be impacted.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: Development of this site might have a negative impact on the purposes of Green Belt, but could be mitigated against.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green. No.
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green. No
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green. No.
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone

		Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Site within SZ. No erection of buildings, structures or works exceeding 45m in height
Is there a suitable access to the site?	R = No	Red: No access onto the public highway.  Highway authority have advised technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.  This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.  S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.  With regard to the A14 the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon

		<p>Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>R = Yes major impact</p>	<p>Red: Yes, this site could be part of a larger site and potentially provide access to adjoining sites (Site 921 and 926), but this would be dependent on further releases of land outside of the city boundary.</p> <p>The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green: No</p>

Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For smaller sites this is likely to be off site.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: Site is over 800m from nearest local centre and too small to provide its own
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest health centre or GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: No
How well would the development on the site integrate with existing communities?	Red=Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Development could feel isolated from existing community, and of a scale that would not be able to provide its own facilities
How far is the nearest secondary school?	A = 1-3km	Amber: Site is between 1 and 3km from nearest secondary school.
How far is the nearest primary school?	City preference: R = >800m  SCDC: A = 1-3 km	Red: Site is over 800m from nearest primary school
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local	G = No effect or would support the vitality and viability of existing centres	Green: The site is too small to support a new Local Centre. The nearest Local Centre is Newnham Road or Grantchester Street,

Centres?		Newnham, but these are a considerable distance. The development of the site is unlikely to have an impact on the existing hierarchy, but the site would have poor access to local shopping unless some neighbourhood shopping provision was included.
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### Accessibility to outdoor facilities and green spaces

Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green: Site is not protected open space or has the potential to be protected
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	N/A
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: No obvious constraints that prevent the site providing minimum on-site provision.

### Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: Site is within 1km of an employment centre.
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land

		Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Newnham LSOA 7984: 4.61 and Newnham LSOA 7986: 7.24
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Site is more than 800m from a regular bus route.
How far is the site from an existing or proposed train station?	R = >800m	Red: More than 800m.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Provided there is a cycle link via Cranmer Rd/ and the Rugby Club. Links to Grange Road (off & on road provision of low quality but traffic calmed)
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 16
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	199 service – Newnham, Grange Road (only runs once on a Tuesday and Thursday).  Newnham, Grange Road (75 service).
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	199 service – less than hourly.  75 service – less than hourly.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	199 service – 20 minutes (Grange Road – Bene't Street)  75 service – 6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.00km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to	G = >1000m of an AQMA,	Green. Within 1000m of

an AQMA, the M11 or the A14?	M11, or A14	central Cambridge AQMA, but currently in an area of reasonable air quality.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber. An air quality assessment would be required.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Potential low level noise impact from nearby commercial uses Noise assessment and potential mitigation measures required.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: A contamination assessment is required. The site is next to former research labs.  The answer refers only to possible remediation. Economic viability will depend on housing market- unable to address this part.
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: No



<b>Protecting the townscape and historic environment</b> ( <i>Landscape addressed by Green Belt criteria</i> )		
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: No
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: The site is close to the West Cambridge Conservation Area. Issues: building heights, design and landscape will need to be carefully considered to ensure any proposals put forward do not negatively affect the character of the conservation area.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: No
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Roman Rd and numerous Roman sites. A pre-development archaeological survey should be required.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Site on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber :No

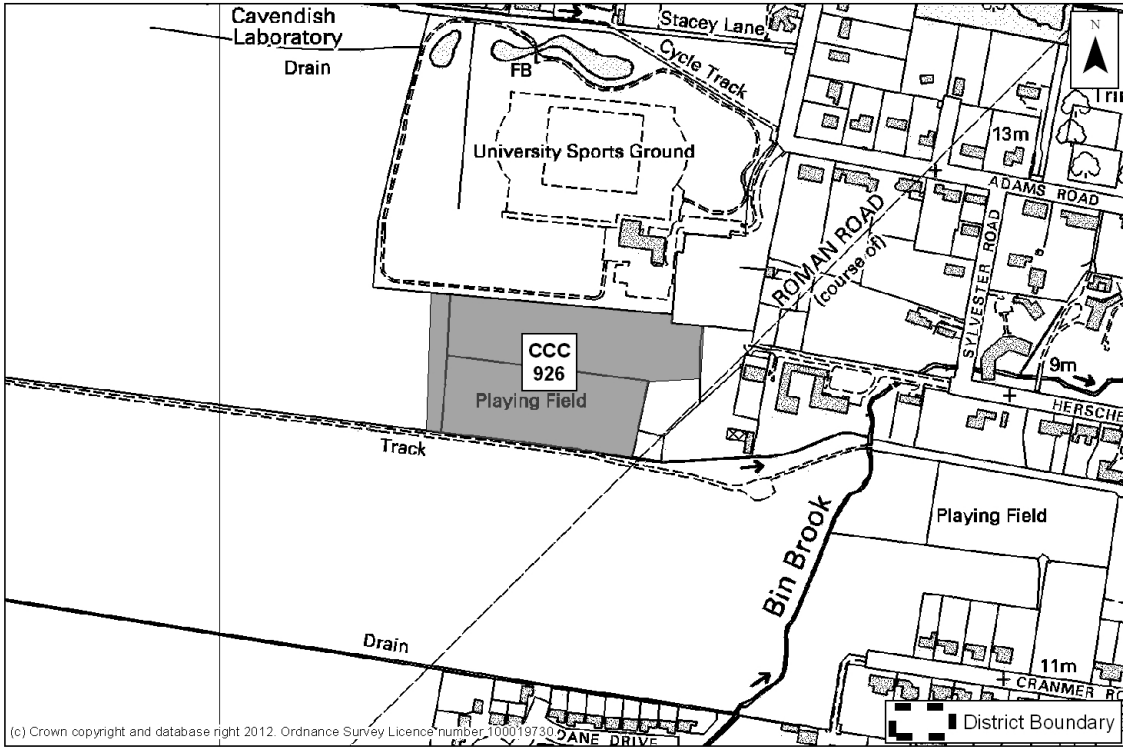
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber (subject to mitigation): The boundary hedgerows form part of a wider network. 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 regular breeding species in these

		<p>fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p> <p>The site is also adjacent to the Bin Brook City Wildlife Site supporting a population of the declining Water Vole (<i>Arvicola amphibius</i>), plus a group of at least 5 mature pollard willows in association with other semi-natural habitats. Potential for river restoration work on the chalk stream as part of any development. Would require significant natural buffer and linking with SUDs etc.</p>
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: No significant opportunities
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: Potential mitigation through retention of all existing hedgerows, ditches, boundary trees and plantations. These would require significant grassland buffer strips to maintain viable habitat and wildlife corridors. Farmland birds may still be impacted and off site mitigation may be required. Appropriate protection and potential enhancement and management of the Bin Brook could benefit water Vole population. Although additional threats through increased domestic cat predation could be detrimental.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: There are no protected trees on or around the periphery of the site. Pre-development tree survey to British Standard 5837 may be required.
<b>Any other information not captured above?</b>		

<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber - Adverse impact on Green Belt purposes - Inadequate vehicular site access unless developed with adjoining sites
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. -It is not accessible to high quality public transport.
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	<i>Sites ranked A or G will be taken forward for viability assessment by consultants</i>

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

<p><b>Site Information</b></p>	<p><b>Broad Location No. 1 Land North and South of Barton Road</b></p>
<p><b>Site reference number(s):</b> CC926</p>	
<p><b>Site name/address:</b> Barton Road North 1</p>	
<p><b>Functional area (taken from SA Scoping Report):</b> West Cambridge</p>	
<p><b>Map:</b></p>  <p>(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730</p>	
<p><b>Site description:</b> Land on the western edge of the city. Agricultural field and playing field.</p>	
<p><b>Current use(s):</b> Agriculture &amp; Playing field</p>	
<p><b>Proposed use(s):</b> Residential</p>	
<p><b>Site size (ha):</b> 2.9ha Cambridge: 2.90ha SCDC 0.00ha  <b>Assumed net developable area:</b> 2.18ha (assuming 75% net)</p>	
<p><b>Assumed residential density:</b> 45dph</p>	
<p><b>Potential residential capacity:</b> 98</p>	
<p><b>Site owner/promoter:</b> Owner known</p>	
<p><b>Landowner has agreed to promote site for development?:</b> Yes as part of larger site</p>	
<p><b>Site origin:</b> <i>Green Belt Site Assessment 2012</i></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:

- 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.

The 2006 Local Plan allocated site 7.09 situated to the east for student hostel or affordable/key worker housing for the Colleges. The plan indicates access should be taken from Wilberforce Road via a shared access with the Wilberforce Road Sports Complex. This site is within the same ownership as Site CC926.

**Conformity with the Council's Sustainable Development Strategy (SDS)**

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	<b>R</b> = No <b>G</b> = Yes	

**Flood Risk**

Criteria	Performance	Comments
Is site within a flood zone?	<b>A</b> = Flood risk zone 2	Amber: Approximately 25% the location lies within Flood Risk Zone 2 (the medium level of river flood risk).
Is site at risk from surface water flooding?	<b>G</b> = Low risk	Green: No surface water issues.

**Green Belt**

Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is screened to the north and south by vegetation and is partially shielded from the west by landform. Development could be considered on this site if it were low density and low height.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site under 2.5km	Green: The west edge of Cambridge is important because it demonstrates compactness, However because the site is enclosed the perceived distance from edge to centre would not be

		affected.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would be no affect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: Site is sensitive to negative impact on the setting of the City. Impact could be avoided by development being low density and low height and include landscape buffers.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: There are open, sometimes elevated, views of the site from the west. Impact on views must and could be avoided.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing very high quality, rural, soft green edge would be negatively impacted.
Distinctive urban edge	G = Not present	Green: The existing edge is not a distinctive urban edge. It is soft green.
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation	Red: There would be a loss of land in a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on distribution, physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and would be impacted.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: Development of this site might have a negative impact on the purposes of Green Belt, but could be mitigated against.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: No

<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Site within SZ. No erection of buildings, structures or works exceeding 45m in height
Is there a suitable access to the site?	R = No	Red: No current access.  Highway Authority have commented the site has no direct connexion to the existing adopted public highway and the junction of the access track to Grange Road is poor and difficult to improve, though it could be fed via site CC927 assuming land ownership issues can be resolved.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.  This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact

		<p>Assessment.</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>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>With regard to the A14 the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the</p>



		Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.
Is the site part of a larger site and could it prejudice development of any strategic sites?	R = Yes major impact	Red: Yes, this site could be part of a larger site and potentially be accessed from adjoining sites (Site 916, 921 and 927), but this would be dependent on further releases of land outside of the city boundary.  These larger sites are less preferable in Green Belt terms.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: No
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For smaller sites this is likely to be off site.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: Site is over 800m from nearest local centre and is too small to provide its own
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest health centre or GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation	Green: No

	possible	
How well would the development on the site integrate with existing communities?	Red=Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Amber: Development could feel isolated from existing community, and of a scale that would not be able to provide its own facilities
How far is the nearest secondary school?	A = 1-3km	Amber: Site is between 1 and 3km from nearest secondary school.
How far is the nearest primary school?	City preference:  R = >800m  SCDC:  A = 1-3 km	Red: Site is over 800m from nearest primary school and is not large enough to be able to provide its own facility.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green: The site is too small to support a new Local Centre. The nearest Local Centre is Newnham Road, but this is a considerable distance and the City Centre would be almost the same distance. The development of the site is unlikely to have an impact on the existing hierarchy, but the site would have poor access to local shopping unless some neighbourhood shopping provision was included.
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	R=Yes	Red: Part of site is a playing field (from GIS map layer) and development proposal would need to comply with Local Plan policy 4/2 Protection of Open Space
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No	Red: Not within confines of site

<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?</p>	<p>R= No, the site by virtue of its size is not able to provide the minimum standard of OS.</p>	<p>Red: Part of site is a playing field and development proposal would need to comply with Local Plan policy 4/2 Protection of Open Space</p>
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### Supporting Economic Growth

Criteria	Performance	Comments
<p>How far is the nearest main employment centre?</p>	<p>G = &lt;1km or allocation is for or includes a significant element of employment or is for another non-residential use</p>	<p>Green: Site is within 1km of an employment centre.</p>
<p>Would development result in the loss of employment land identified in the Employment Land Review?</p>	<p>G = No loss of employment land / allocation is for employment development</p>	<p>Green: Development would not lead to the loss of employment land identified in the Employment Land Review.</p>
<p>Would allocation result in development in deprived areas of Cambridge?</p>	<p>A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.</p>	<p>Amber: Site in Newnham LSOA 7984: 4.61</p>

### Sustainable Transport

Criteria	Performance	Comments
<p>What type of public transport service is accessible at the edge of the site?</p>	<p>R = Service does not meet the requirements of a high quality public transport (HQPT)</p>	<p>Red: Site is more than 700m from a bus route.</p>
<p>How far is the site from an existing or proposed train station?</p>	<p>R = &gt;800m</p>	<p>Red: More than 800m.</p>
<p>What type of cycle routes are accessible near to the site?</p>	<p>G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.</p>	<p>Green: Provided there was a good link to Herschel Rd and/or Adams Rd, and also to the Rugby Club access road and/or Cranmer Road. Links to high quality off road (Coton Footpath), but increased usage of the route via Burrell's Walk into the city will be an issue and an alternative route via Cranmer Rd or the Rugby Club path and West Road</p>

		(and Queens Green) or Sidgewick Ave with associated cycle improvements will be essential as an alternative. The introduction of a vehicular access route across the Coton footpath will have a major impact on the attractiveness of this route to cyclists.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 15
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	199 service – Newnham, Grange Road (only runs once on a Tuesday and Thursday).  Newnham, Grange Road (75 service).
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	199 service – less than hourly.  75 service – less than hourly.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	199 service – 20 minutes (Grange Road – Bene't Street)  75 service – 6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.05km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A = <1000m of an AQMA, M11 or A14	Amber: The site is not within the Air Quality Management Area. The site is less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: The site will have an adverse impact. An air quality assessment is essential.
Are there potential noise and vibration problems if the site is developed, as a	G = No adverse effects or capable of full mitigation	Green: Potential low level noise impact from nearby commercial uses. Potential

receptor or generator?		uses may require mitigation. Noise assessment needed to identify possible noise mitigation required.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects for residential use
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: A contamination assessment is required. The site is next to former research facilities and close to a military depot.  The answer refers only to possible remediation. Economic viability will depend on housing market- unable to address this part.

#### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1

#### Protecting the townscape and historic environment *(Landscape addressed by Green Belt criteria)*

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the	Green: No

	<b>setting of such areas</b>	
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Site 926 immediately abuts the West Cambridge Conservation Area. Any access from Herschel Road would have an impact on the adjacent properties. Issues building height, design and landscape will all have to be carefully considered in the event that this site is taken any further forward for consideration.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: No
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: South of University Sports Ground: Roman Rd and numerous Roman sites. A pre-development archaeological survey should be required.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Site on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: The site does not contain, or is not immediately adjacent to a City or County Wildlife Site. However the boundary hedgerows form part of a wider network. 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 regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	<p>Amber: The site is on the edge of a site (CC916) 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>
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: Potential mitigation through retention of all existing hedgerows, ditches, boundary trees and plantations. Farmland birds may still be impacted and off site mitigation may be required.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: There are no protected trees on or around the periphery of the site. Pre-development tree

		survey to British Standard 5837 may be required.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Adverse impact on Green Belt purposes - Inadequate vehicular site access unless developed with site CC927 or with allocated site 7.09 which is in the same ownership
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport. -Development would result in the loss of a playing field, which could potentially be protected under Cambridge Local Plan Policy 4/2. This open space would have to be satisfactorily replaced elsewhere.
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints and adverse impacts)
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	<i>Sites ranked A or G will be taken forward for viability assessment by consultants</i>



**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 1 Land North and South of Barton Road</b>
<b>Site reference number(s):</b> CC921	
<b>Site name/address:</b> Land North of Barton Road	
<b>Functional area (taken from SA Scoping Report):</b> West Cambridge	
<b>Map:</b>	
 <p data-bbox="193 1272 751 1294"><small>(c) Crown copyright and database right 2012. Ordnance Survey Licence number: 100019730</small></p>	
<p><b>Site description:</b> Land on the western edge of the city comprising the former University Rifle Range site extending westwards towards the M11 north and west of Gough Way. A series of large agricultural fields, playing fields and recreation grounds, mostly surrounded by low level hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.</p> <p>Note: this site forms part of a larger site, including land within South Cambridgeshire’s area to the north and south of Barton Road (Site 232). On going discussions are being held with adjoining landowners in order to agree a more complete site.</p>	
<b>Current use(s):</b> Agricultural	
<p><b>Proposed use(s):</b> Part of a larger site including land in South Cambridgeshire District Council’s area for predominantly residential development of 2500+ dwellings and to include significant new College and public facilities, employment, retail, community uses, commercial uses and public open space.</p>	
<p><b>Site size (ha):</b> South Cambridgeshire:0.00 but Site SC232 adjoins 114.00ha. Cambridge: 36.87 ha</p>	
<p><b>Assumed net developable area:</b> 18.44-27.65Ha ( assuming 50% net or 75% net)</p>	

<b>Assumed residential density:</b> 45dph
<b>Potential residential capacity:</b> 830-1244
<b>Site owner/promoter:</b> Owner known
<b>Landowner has agreed to promote site for development?:</b> Yes
<b>Site origin:</b> SHLAA call for sites
<p><b>Relevant planning history:</b></p> <p>Land in this location considered for Green Belt release by a series of Plan Inspectors since 1996 (2002 Structure Plan, two Cambridge Local Plans 1996 and 2006 and South Cambs Site Specific Policies Plan 2010). 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"> <li>• the importance of the Barton Road approach to Cambridge for Green Belt purposes;</li> <li>• because it is undeveloped and that development would impinge on views;</li> <li>• development would sometimes be directly in front of historic features;</li> <li>• development would spoil the setting of the city even if set back and landscaped;</li> <li>• development would create a new boundary not defined on ground;</li> <li>• there is poor access to local services and employment (especially by public transport); and</li> <li>• 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.</li> </ul> <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>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</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>
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	A = Flood risk zone 2	Amber: A section in the southern corner of the site falls within Zone 2 and 3a (medium to high probability of flooding). A large section of the eastern end of the site falls within Zone 2 with part of Bin Brook in Zone 3. Any proposals must be subject to a Flood Risk Assessment and or an exception test under the Technical Guidance of the NPPF.
Is site at risk from surface water flooding?	A = Medium risk	Amber: Small amount of surface water flooding in a band across centre of site following course of watercourse. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	Development on this site has potential to have significant negative impact on the Green Belt. The exception would be immediately the north of Gough Way where the land is screened by vegetation. However development would need to be low height and density to protect

		views.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site under 2.5km	Amber: Any development, if it extended beyond the existing urban edge, would increase the perceived distance from edge to centre. This site however maybe mitigated.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would be no affect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing very high quality, rural, soft green edge would be negatively impacted if development occurred on most areas of the site.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing urban edge is green and abrupt and is distinctive in the Cambridge context. Development would have a negative impact but could be mitigated.
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation	Red: There would be a loss of land associated with a green corridor.
The distribution, physical separation, setting, scale	G = No impacts or minor impacts capable of	Green: There would be no impact on distribution,

and character of Green Belt villages (SCDC only)	mitigation	physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge. Development would have a negative impact.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development of this site would have a significant negative impact on the purposes of Green Belt.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin any listed buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Air Safeguarding Area effects small section at eastern end of site- No erection of buildings, structures and works exceeding 150ft (45.7m) in height
Is there a suitable access to the site?	R = No	Red: The Highway Authority have reinforced comments

		<p>on site access constraints. No access unless developed in conjunction with site SC232 in South Cambridgeshire or Site CCC916 within the City.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: 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 this site 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.</p> <p>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> <p>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: 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 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 &amp; 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>With regard to the A14 the Department for Transport announced in July 2012 that the A14 improvement scheme has been added to</p>

		<p>the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber: 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 Council's Strategic Housing Land Availability Assessments.</p>
<p>Are there any known legal</p>	<p>G = No</p>	<p>Green: Not aware of any</p>



issues/covenants that could constrain development of the site?		legal issues/covenants
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: SHLAA Call for Sites 2011 submission on behalf of developer/landowner - The first dwellings be completed on site 2011-16. Officers think this is highly optimistic given the need to achieve an allocation a master plan and then any application process.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.  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.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest health centre or GP service.

Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities
How well would the development on the site integrate with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Approximately 90% of the site is between 1 and 3km from nearest secondary schools at Chesterton and Parkside.
How far is the nearest primary school?	City preference:  G = <400m or non-housing allocations or site large enough to provide new school  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Green: Site is over 800m from nearest primary school but is large enough to provide a new school.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Grantchester Street, Newnham, but this is a considerable distance. The general lack of shopping provision in west Cambridge would mean that a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire	G=No	Green: But the University sports fields to the east of the site are designated as private protected open space in the Cambridge

Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).		City Council 2011 Open Space & Recreation Strategy. Playing field to the north off the Rifle Range footpath within Site 916 is capable of being designated as Protected Open Space under Cambridge Local Plan Policy 4/2.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not relevant  <i>The site owner must provide details of how this can be achieved</i>
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: No obvious constraints that prevent the site providing full on-site provision.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: Site is within 1km of an employment centre
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple	Amber: Site in Newnham LSOA 7984: 4.61 and Newnham LSOA 7986: 7.24 and adjacent to Barton LSOA 8224: 6.02

	Deprivation 2010.	
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: The site is not served by a high quality public transport service.
How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m	Red: More than 800m from Science Park Station and Cambridge Station
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: depending on cycle links to Grange Rd. Would need link to Barton Road off-road facility.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 16
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Newnham, Gough Way
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	75 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.36km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A = <1000m of an AQMA, M11 or A14	Amber: Outside the Air Quality Management Area but air quality assessment required. Less than 1,000 metres from M11.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red: The development will have a significant adverse impact on air quality, due to major transport impact from the number of potential dwellings. An air quality assessment is essential.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: 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. Vibration depends on the development characteristics and cannot be assessed at this stage.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects for residential use
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Site has former potentially contaminative uses. A contamination assessment is required.

#### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1

#### Protecting the townscape and historic environment *(Landscape addressed by Green Belt criteria)*

Criteria	Performance	Comments
Would allocation impact upon a historic	G = Site does not contain or adjoin such areas, and	Green: Site does not contain or adjoin any

park/garden?	there is no impact to the setting of such areas	historic parks/gardens.
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Site 921 immediately abuts the West Conservation Area, which abuts in two places on the north-east and east sides of the site.  Any development of the easterly area of the site will have an impact on those properties on Cranmer Road, particularly if any access is considered from this road. Issues building height, design and landscape will all have to be carefully considered in the event that this site is taken any further forward for consideration.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin any buildings of local interest
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: National Grid Reference 543100 258100. Roman Rd from Madlingley Rd/Queens Rd corner to the River 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.
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Approximately 70% on Grade 3 land with the remainder on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: Site includes: Hedgerows east of M11 County Wildlife Site, supporting populations of the nationally scarce plant species Spreading Hedge Parsley ( <i>Torilis arvensis</i> ) and Cypress Spurge ( <i>Euphorbia cyparissias</i> ) which is rare in the County. All the hedgerows on the site are mature and offer excellent breeding and foraging habitat for declining farmland birds. Any development should seek to retain all existing field boundaries and seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation. The site also includes the Bin Brook City Wildlife Site supporting a population of the declining Water Vole ( <i>Arvicola amphibius</i> ). 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.
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: No significant opportunities
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: Potential mitigation through retention of all existing hedgerows, ditches, boundary trees and plantations. These would require significant grassland buffer strips to maintain viable habitat and wildlife corridors. Farmland birds may still be impacted and off site mitigation may be required. Appropriate protection and potential enhancement and management of the Bin Brook could benefit water Vole population. Although additional threats through increased domestic cat predation could be detrimental.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: None on site, but some close to the eastern boundary and along Barton Road to the south.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Has a significant adverse effect on Green Belt functions. -Some fluvial and surface water flooding problems. -No access unless developed in conjunction with SC232 or CC916.
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site.



		<ul style="list-style-type: none"> <li>- It is not accessible to high quality public transport.</li> <li>-Air quality worsening as a result of size of development</li> </ul>
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints and adverse impacts)
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	<i>Sites ranked A or G will be taken forward for viability assessment by consultants</i>

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 1 Land North and South of Barton Road</b>
<b>Site reference number(s):</b> CC916	
<b>Site name/address:</b> Grange Farm	
<b>Functional area (taken from SA Scoping Report):</b> West Cambridge	
<b>Map:</b>	
 <p><small>(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730.</small></p>	
<b>Site description:</b> Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.	
<b>Current use(s):</b> Agricultural and recreation	
<b>Proposed use(s):</b> Residential	
<b>Site size (ha):</b> 44.03 South Cambridgeshire:00.00 Cambridge: 44.03 <b>Assumed net developable area:</b> 22.05-33.02ha (assuming 50%net or 75% net)	
<b>Assumed residential density:</b> 45dph	
<b>Potential residential capacity:</b> 991-1486	
<b>Site owner/promoter:</b> Owner known	
<b>Landowner has agreed to promote site for development?:</b> Yes	
<b>Site origin:</b> SHLAA call for sites	

**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.

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 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.

**Conformity with the Council's Sustainable Development Strategy (SDS)**

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	A = Medium risk	Amber: Small amount of surface water flooding towards south of the site and where existing watercourses exist. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required in that area.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	Development on this site would have significant negative impact on the Green Belt.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site under 2.5km	Amber: Site would have a medium impact on compactness.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: There would be an impact on coalescence by decreasing the distance between the City and Coton.
To maintain and enhance the quality of the setting of Cambridge	R = Very high and high impacts	Red: The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge.

Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: The existing edge is green. There would be no impact on the distinctive urban edge.
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation	Red: There would be a loss of land in a recognised green corridor south of the Coton footpath.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: There would be impact on distribution, physical separation, setting, scale and character of Coton village.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge, adjacent to West Cambridge and the M11. Development would have a negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site would have a significant negative impact on the purposes of Green Belt.

#### Impact on national Nature Conservation Designations

Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI

#### Impact on National Heritage Assets

Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and	Green: Site does not contain or adjoin such

	there is no impact to the setting of such buildings	buildings, and there is no impact to the setting of such buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Site within SZ. No erection of buildings, structures or works exceeding 90m in height
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.  The Highway Authority have reinforced their comments concerning the potential site access constraints if this site is considered in isolation from Sites 921 to the south and the adjoining potential site within South Cambridgeshire Site SC232.  Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.
Would allocation of the site	A = Insufficient capacity.	Amber: This site could

<p>have a significant impact on the local highway capacity?</p>	<p>Negative effects capable of appropriate mitigation.</p>	<p>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>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>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: With regard to the A14, the Department for Transport announced in July that the A14 improvement scheme has been added to the national</p>

		<p>roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p> <p>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</p>
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		<p>term, 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 &amp; 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>
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: 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.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: Not aware of any legal issues/covenants
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: SHLAA Call for Sites 2011 – Savills submission on behalf of developer/landowner - The first dwellings be completed on site 2017-22
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Utilities upgrades required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

## Level 2

### Accessibility to existing centres and services

Criteria	Performance	Comments
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How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest health centre or GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities
How well would the development on the site integrate with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site should provide good opportunities to link with existing communities, through good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Over two thirds of the site is within the 3km limit of Parkside and Chesterton Community Colleges with the remainder beyond 3km from nearest secondary school.
How far is the nearest primary school?	City preference:  G = <400m or non-housing allocations or site large enough to provide new school  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Newnham Road, but this is a considerable distance and the City Centre would be almost the same distance. The general lack of shopping provision in west Cambridge would mean that a new Local Centre on this

		site is unlikely to have an impact on the existing hierarchy.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green: No. However, the University Athletics Track to the east of the site is protected open space.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not relevant
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:No obvious constraints that prevent the site providing full on-site provision.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: Site is within 1km of an employment centre
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review

Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Newnham LSOA 7984: 4.61 and adjacent to Barton LSOA 8224: 6.02
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only about a third of the northern part site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.
How far is the site from an existing or proposed train station?	R = >800m	Red: More than 800m
What type of cycle routes are accessible near to the site?	G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.	Green: Links to high quality off road (Coton Footpath). The path as it borders the site would need to be widened and lit to match the existing segregated eastern section of the path. Increased usage of the route via Burrell's Walk into the city will be an issue and an alternative route via Cranmer Rd or the Rugby Club path and West Road (and Queens Green) or Sidgwick Ave with associated cycle improvements will be essential as an alternative. The introduction of a vehicular access route across the Coton footpath will have a major impact on the attractiveness of this route to cyclists.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Citi 4 & Uni 4 Service
SCDC Sub-indicator:	20 minute service (4)	Citi 4 & Uni 4 Service

Frequency of Public Transport		Note – With the Uni 4 the service is slightly better than 20 minutes, but does not meet a regular 10 minute frequency.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	11 minutes – (Cambridge, Cam Uni Vet School – Cambridge, Emmanuel Street )
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.67km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: Site less than 1,000 metres from M11. An air quality assessment is essential.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red: The site will have a significant adverse impact on air quality due to major transport impact. An air quality assessment is essential.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	R = Significant adverse impacts incapable of appropriate mitigation	Red: The site will be affected by noise from the M11. Part of the site will not be suitable for residential at all.  Development of the remainder of the site will require a full noise survey and could merit an amber score. Design and mitigation measures required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the Environmental Statement but could be fully mitigated.  Other agencies should be consulted regarding the

		impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects for residential use
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: The site has previous potentially contaminative uses as a result of historic usage. Further contamination assessment is required.

### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1 or allocation

### Protecting the townscape and historic environment *(Landscape addressed by Green Belt criteria)*

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Site is within 100 metres of West Cambridge Conservation Area and so consideration to the impact of development in respect of building location, height, and design, as well potential points of access, should be considered. Such impacts could potentially be mitigated through a design-led approach to master planning and detailed design.
Would development impact	G = Site does not contain or	Green: Site does not

upon buildings of local interest (Cambridge only)	adjoin such buildings, and there is no impact to the setting of such buildings	contain or adjoin such buildings, and there is no impact to the setting of such buildings
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: 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.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Majority of site is on Grade 3 land and the remainder is on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact	A = Contains or is adjacent	Amber: Site includes:

<p>upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)</p>	<p>to an existing site and impacts capable of appropriate mitigation</p>	<p>Hedgerows east of M11 County Wildlife Site, supporting populations of the nationally scarce plant species Spreading Hedge Parsley (<i>Torilis arvensis</i>) and Cypress Spurge (<i>Euphorbia cyparissias</i>) which is rare in the County.</p> <p>Also Coton Path Hedgerow County Wildlife Site which supports populations of two nationally scarce plant species Yellow Vetchling (<i>Lathyrus aphaca</i> and Slender Tare <i>Vivia parviflora</i>)</p> <p>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>
<p>Does the site offer opportunity for green infrastructure delivery?</p>	<p>A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p>	<p>Amber: No significant opportunities</p>
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p>	<p>A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p>	<p>Amber: Potential mitigation through retention of all existing hedgerows, ditches, boundary trees and plantations. These would require significant grassland buffer strips to</p>



		maintain viable habitat and wildlife corridors. Farmland birds may still be impacted and off site mitigation may be required.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: Site does not contain or adjoin any protected trees
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Very significant impact on Green Belt purposes
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site. -The western part of the site suffers from poor air quality and noise due to the proximity of the M11. -Air quality worsening as a result of size of development
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints and adverse impacts)
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 1 Land North & South Of Barton Road
Site reference number(s): SC299	
Site name/address: Land North of Barton Road	
Functional area (taken from SA Scoping Report): N/A as in SCDC	
Map:	
<p>The map shows a site labeled 'SC 299' in a grey-shaded area. To the west is an 'Animal Breeding Centre'. To the south is 'Laundry Farm'. The site is bounded by 'Boro Const Bdy' to the north and 'Co Const &amp; CP Bdy' to the east. A 'Drain' runs along the eastern boundary. To the east of the site are 'The Bungalow', 'Queens' College Sports Ground', and 'King's &amp; Selwyn Colleges Sports Ground'. Further east are 'BS Stone Bridge', 'Pavilion', and 'Drain'. Roads shown include 'SCOTTON WAY', 'BEVARTH PL', and 'GOUGH WAY'. A 'Path' is shown to the west, and a 'Track' is shown to the south. A '12m' distance is marked near the bottom left. A legend in the bottom right indicates 'District Boundary' with a dashed line. A north arrow is in the top right. Copyright text at the bottom left reads: '(c) Crown copyright and database right 2012. Ordnance Survey, Licence number 100019730.'</p>	
<p><b>Site description:</b> The site lies to the north of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm.</p> <p>On going discussions are being held with adjoining landowners to form a more complete site.</p>	
<p><b>Current use(s):</b> Agricultural use</p>	
<p><b>Proposed use(s):</b> Residential and open space uses</p>	
<p><b>Site size (ha):</b> South Cambridgeshire: 14.14 ha</p>	
<p><b>Assumed net developable area:</b> 7.07-10.61ha (assuming 50%net or 75% net)</p>	
<p><b>Assumed residential density:</b> 40dph in SCDC</p>	
<p><b>Potential residential capacity:</b> 283-424</p>	
<p><b>Site owner/promoter:</b> <i>Owners known</i></p>	
<p><b>Landowner has agreed to promote site for development?:</b> Yes (site has multiple land owners)</p>	
<p><b>Site origin:</b> <i>SHLAA call for sites &amp; Cambridge Green Belt Assessment 2012</i></p>	

**Relevant planning history:**

Parts of the site have been considered through the LDF:

- Housing Shortfall Site 7 (2008) which was considered at Housing Supply session at SSP Examination
- Objection Sites 2 (2007) – Sites 3 and 4, which were considered at the SSP Examination MM4
- Objection Sites (2006) sites 5 and 6, which were considered in MM2 at the Core Strategy Examination.

LDF SSP Examination Inspector (2009)

- Barton Road north (mixed use) – “The quality of the view of the historic centre of Cambridge from the M11 and other locations west of Cambridge is of quite a different order from that seen from the A14. There is a large area of open land west of the City, between it and the motorway. This open land approaches close to the City Centre. There is little development to be seen in this extensive foreground landscape, and several historic features are clearly seen beyond the countryside. Even the reduced area for development, promoted since the representations were made on the submitted DPD, would impinge on this view, sometimes directly in front of historic features, and would spoil the setting of the city. It is not only the motorway traveller who benefits from these striking views of the historic centre. The footpath from Barton Road to the M11 overbridge provides views, and so does higher land west of the motorway. In our opinion a development of about 400 dwellings (in South Cambridgeshire), and other buildings, would not be hidden by virtue of its own design attributes, buildings outside the site, and vegetation. In addition the Barton Road approach to Cambridge is important because it is undeveloped. New development could be set back and landscaped, but would be seen from the road and would spoil the approach which is another valuable element in the setting of the City.

- Barton Road south (mixed use including recreation and education) – “Although development for sports use would not be inappropriate in principle, such an extensive grouping of pitches and ancillary features in this location would be harmful to the rural character and visual amenities of the Green Belt, and to the setting of the City. There is also poor public transport along Barton Road, and this location outside the City is not well situated for users walking to facilities. An allocation would not be very sustainable, bearing in mind the size of the scheme.”

Representations advancing similar arguments were rejected by the Structure Plan Examination In Public Panel (2002), by the Cambridge Local Plan Inspector (2006) and by the High Court (2007) which considered a subsequent challenge to the adoption of the Cambridge Local Plan (2006).

**Level 1****Part A: Strategic Considerations**

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments

Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	R = Flood risk zone 3	Red: Approximately 50% of the site is within Flood Zone 3 (High Risk).
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.  SCDC Strategic FRA should be consulted prior to site FRA or detailed design.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is flat and low level and screened by mature hedges. Low density, low height development could be considered. However site is to the west of and isolated from existing developed areas.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The site is discrete and well screened. Impact on compactness could be mitigated.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would no affect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: There would be a negative impact on the setting of the City through

		development.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: The views from the west side of City are very sensitive. The site is discrete and screened and new development would need to consider sensitive views..
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing edge of the site is soft, green and rural. Any development would need to include a good landscape buffer to enhance existing hedgerows and create new edge.
Distinctive urban edge	G = Not present	Green: The site is discrete and screened and has a soft edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would not be a loss of land in a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on distribution, physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge and unlikely to be mitigated because it is separated from existing urban edge.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development of this site would have a negative impact on the purposes of Green Belt because it is isolated and separate from existing urban edge.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon	G = Site is not on or	Green: Site is not on or

a Scheduled Ancient Monument (SAM)?	adjacent to a SAM	adjacent to a SAM
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	<p>Green: This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</p> <p>The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: 85% of site within the SZ for structures >90m and 15% of site within the SZ for structures >45m
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location.

		<p>The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge. Major areas of investigation will be for non domestic car usage.</p> <p>Although the site is outlined in red the Highway Authority requests information with regards to the other land in control /ownership to enable Highway Authority to assess potential deliverability.</p> <p>In the Highway Authority's opinion a significant level of infrastructure be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.</p> <p>A full Transport Assessment will be required.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</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>Would allocation of the site</p>	<p>A = Insufficient capacity.</p>	<p>Amber:</p>

<p>have a significant impact on the strategic road network capacity?</p>	<p>Negative effects capable of appropriate mitigation.</p>	<p>Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>With regard to the A14 the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber: Yes, there are further sites to the north which require access off Barton Road as well, and there are sites in between which future development might be restricted by</p>



Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: No known constraints. The site is in multiple land ownership.
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: Start of construction between 2017 and 2031
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	<p>Amber: Utility services (e.g. pylons) – power lines run across the south western corner of the land north of Barton Road.</p> <p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Medium Pressure reinforcement would be required to support the full load.</p> <p>Mains sewerage - This proposed site straddles</p>

		three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For smaller sites this is likely to be off site

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: Site is over 800m from nearest local centre.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Site is isolated from existing communities with limited opportunities to facilitate community integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Over half of the site is within 3km limit (Chesterton Community College and Parkside Community College both currently operating at capacity) with the remainder beyond.

How far is the nearest primary school?	<p>City preference:</p> <p><b>R = &gt;800m</b></p> <p>SCDC:</p> <p><b>A = 1-3 km</b></p>	Red: Site is over 800m to the nearest Primary school at Newnham Croft and between 1 and 3km from (Barton CE (A) Primary School, Coton CE Primary School. It is too small to have to provide its own facilities.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	<b>G = No effect or would support the vitality and viability of existing centres</b>	Green: The distance to the nearest Local Centre, Grantchester Street in Newnham, is greater than 800m and therefore this site is unlikely to have any impact on the existing hierarchy.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	<b>G=No</b>	Green: Site is not protected open space or has the potential to be protected
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	N/A
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	<b>G = Assumes minimum on-site provision to adopted plan standards is provided onsite</b>	Green: No obvious constraints that prevent the site providing minimum on-site provision.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	<b>G = &lt;1km or allocation is for or includes a significant</b>	Green: Approximately 75% of the site is within 1km of

	element of employment or is for another non-residential use	an employment centre with the remainder within 3km of an employment centre.
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Barton LSOA 8224: 6.02

### Sustainable Transport

Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Service does not meet the requirements of a high quality public transport (HQPT)
How far is the site from an existing or proposed train station?	R = >800m	Red: Over 800m to nearest station
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: The section of the site south of Barton Rd would need good links across to the off-road path north of Barton Road. .
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 16
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Newnham, Gough Way
SCDC Sub-indicator: Frequency of Public Transport	Less than hourly service (0)	75 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.71km ACF

### Air Quality, pollution, contamination and noise

Criteria	Performance	Comments
Is the site within or near to	R = Within or adjacent to an	Red: Site less than 1,000

<p>an AQMA, the M11 or the A14?</p>	<p>AQMA, M11 or A14</p>	<p>metres from M11. An air quality assessment is essential</p>
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>Amber: Amber. An air quality assessment would be required.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Adverse noise impacts - There are high levels of ambient / diffuse traffic noise and other noise sources include Laundry Farm and the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment.</p> <p>Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated to determine the suitability of the site for residential use.</p> <p>Farm noise has not been quantified so off-site mitigation may be required and no guaranteed this can be secured, but overall in terms of adverse farm noise impact- low to medium risk.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>G = No adverse effects or capable of full mitigation</p>	<p>Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.</p> <p>Other agencies should be</p>

		consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination - part of the site is adjacent to filled land and therefore requires investigation. A Contaminated Land Assessment will be required as a condition of any planning application.

#### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: Not within SPZ1

#### Protecting the townscape and historic environment (*Landscape addressed by Green Belt criteria*)

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Site lies approximately 800m west of the Central Conservation Area.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to	Green: Site does not contain or adjoin such buildings, and there is no

	the setting of such buildings	impact to the setting of such buildings
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Land to the south of the site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site.  Results of <b>pre-determination</b> evaluation to be submitted with any planning application to inform a planning decision.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Site on Grade 3 land
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: Development not on PDL
Would development make use of previously developed land (PDL)? (SCDC) A=No G=Yes	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the JNCC Invertebrate Site Register supporting the nationally Notable B Musk Beetle ( <i>Aromia moschata</i> )  The hedgerows to the east of the M11 are designated as a County Wildlife Site.

<p>Does the site offer opportunity for green infrastructure delivery?</p>	<p>A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p>	<p>Amber: There are no significant opportunities identified in the Green Infrastructure Strategy or loss of existing green infrastructure capable of appropriate mitigation</p>
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p>	<p>A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p>	<p>Amber: The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.</p>



		With careful design it should be possible to mitigate any impact on the natural environment.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: There are no protected trees on-site.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Development of this site would have a negative impact on the purposes of Green Belt.  -Large areas of the land north of Barton Road falls within Flood Zone 3 (high risk).
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport. -Air quality issues as a result of its proximity to the M11.
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: Site with no significant development potential (significant constraints and adverse impacts).
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	