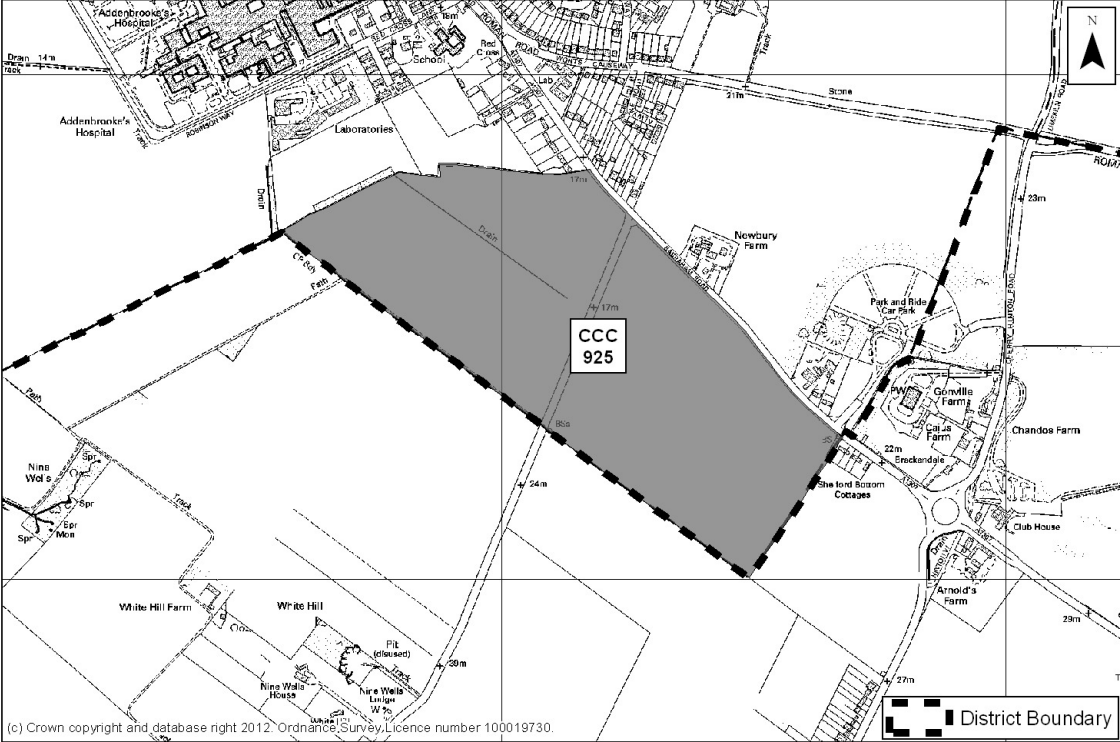


## **Site Assessments of Rejected Green Belt Sites for Broad Location 6**

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

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

<b>Site Information</b>	<b>Broad Location 6-Land South of Addenbrookes and Southwest of Babraham Road</b>
<b>Site reference number(s):</b> CC925	
<b>Site name/address:</b> Land South of Addenbrookes and Southwest of Babraham Road	
<b>Functional area (taken from SA Scoping Report):</b> South Cambridge	
<b>Map:</b>	
 <p>(c) Crown copyright and database right 2012 Ordnance Survey. Licence number 100019730.</p>	
<p><b>Site description:</b> Large agricultural fields split by Granham's Road. To the north is Queen Edith's Ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham park and ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.</p>	
<p><b>Current use(s):</b> Agriculture</p>	
<p><b>Proposed use(s):</b> Residential</p>	
<p><b>Site size (ha):</b> 39.80ha South Cambridgeshire:0.00 ha Cambridge:  <b>Assumed net developable area:</b> 19.9-29.85 (assuming 50% net or 75% net)</p>	
<p><b>Assumed residential density:</b> 45dph</p>	
<p><b>Potential residential capacity:</b> 896-1343</p>	
<p><b>Site owner/promoter:</b> Owner known</p>	
<p><b>Landowner has agreed to promote site for development?:</b> No</p>	
<p><b>Site origin:</b> Cambridge City SHLAA</p>	

**Relevant planning history:**

The Cambridge 2006 Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.

See conclusions under Green Belt above, on conclusions of Inspector on Minerals and Waste Examination in relation to land on the southern fringe.

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>G</b> = Flood risk zone 1	Green. The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). The location however is subject to surface water drainage issues.
Is site at risk from surface water flooding?	<b>A</b> = Medium risk	Amber. Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.

**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	Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	<b>Distance from edge of the defined City Centre in Kilometres to approximate centre of site within 5km</b>	Red: Development extending southeast to the P&R would take the urban edge much further into the countryside and would have

		an adverse effect on the compact nature of the city.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: The site straddles Granham's Road to the south of Addenbrooke's Hosp. There would be no coalescence.
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 severely negatively impacted by development by compromising the openness of the area, interrupting views.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: The proposed development site would extend the urban edge south-westward making it visible from all direction. The development would have a severe negative impact.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The proposals would take the urban edge to far southwest. The existing soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: There is no distinctive urban 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 be no loss of land associated with 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: The proposed development would not have affect on 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 near the urban edge. Development would have a severe 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 affecting openness, setting and views.

#### Impact on national Nature Conservation Designations

Criteria	Performance	Comments
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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 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?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	<p>Amber: The north west part of this site lies within the Waste Consultation Area (CS30) which surrounds the strategic allocation at Addenbrookes Hospital, Cambridge (CS19); the allocation is for a replacement clinical waste energy from waste facility. The designation / allocation are made through the adopted Minerals and Waste Core Strategy.</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 this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p>
Is the site located within the	A = Site or part of site within	Amber: Air Safeguarding

Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	the SZ	Area - No erection of buildings, structures and works exceeding 150ft (45.7m) in height
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes with mitigation
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Amber:</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>There is potential for overspill parking to occur within the development site from Addenbrookes Hospital, which should be highlighted in the car parking section.</p> <p>Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact).</p> <p>Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required.</p> <p>Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account.</p> <p>Potential impact on M11 Junction 11.</p> <p>No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required.</p>

		<p>Also – potential for cycle access to Great Shelford Station.</p> <p>Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities.</p> <p>Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using Cambridge Guided Bus where possible.</p> <p>Potential requirement to enhance Park and Ride site to provide greater capacity. A1307 corridor will need to be considered – capacity constraints at Addenbrookes Junction and along corridor into Cambridge will need to be addressed.</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</p>

		<p>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>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making.</p> <p>Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p>
<p>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, this site could be part of a larger site and potentially provide a link through to the Addenbrooke's Road to the west, but this would be dependent on further releases of land outside of the city boundary. The site could also be linked to the Bell School site, although the proposal for that site does not provide for a road link through at present.</p>



		The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community. However, its not likely that the development of this site alone would unduly prejudice other sites because of various existing access roads in the area.
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes	Red: Site is not available or deliverable.
Timeframe for bringing the site forward for development?	R = Beyond 2031 (beyond plan period)	Red: Site is not available or deliverable within the plan period.
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 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 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	Green. No

	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. Site is between 1 and 3km from nearest secondary school.
How far is the nearest primary school?	City preference: <b>R = &gt;800m</b>  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Amber. Site is over 800m from nearest primary school but is large enough to make its own provision
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 Wulfstan Way, but this is a considerable distance. The distance to Wulfstan Way would mean that a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.

#### 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). Is the site defined as protected open space or have the potential to be protected	R=Yes	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	R=No G=Yes	N/A

South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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.
<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. 75% of 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: the Shelfords and Stapleford LSOA 8292: 3.62 and adjacent to Queen Edith's LSOA 7995: 3.99
<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 top 10% of the site is within 300m of high quality public transport. The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.
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 are good links to the Bell School cycle links to Red Cross Lane and up to Long

		Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 19
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Babraham Park and Ride (99 service)
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Babraham Park and Ride (99 service)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	21 minutes (Babraham Park and Ride – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.65km 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?	G = >1000m of an AQMA, M11, or A14	Green. The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes. More than 1000 metres from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red. The site is large enough to have a significant adverse impact on air quality from traffic generation particularly as close to Addenbrookes. An air quality assessment is essential.
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. Site adjacent to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Are there potential light pollution problems if the site is developed, as a receptor	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from

or generator?		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 from residential uses.
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 former potentially contaminative activities. Further 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:

#### 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. No
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green. No
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. National Grid Reference: 547180 254460. Area includes significant cropmarked remains of late prehistoric to Roman

		<p>settlement at Gonville Farm (Monuments in Cambridge eg MCB9999, 6221, 5832). The Historic Environment record indicate this as a densely settled area to the north and west - in areas investigated ahead of growth sites at the Addenbrookes Campus and at Clay Farm, though cropmarked sites appear to become nucleated and more widely dispersed to the south.</p> <p>Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to inform the planning process over potential constraints to development.</p>
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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?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red. Majority of site on Grade 2 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 majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn

		<p>Buntings are regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p> <p>The Cambridgeshire Green Infrastructure Strategy identifies the area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Strategic Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).</p> <p>The Hedgerow west of Babraham Road is a Local Nature Reserve and runs along the northern edge of the site.</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. The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration in the adopted 2011 Cambridgeshire Green Infrastructure Strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.</p> <p>Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White</p>

		<p>Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts.</p>
<p>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 majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows and drainage ditches. As with much of the arable land surrounding the City it still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn Buntings are a regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p> <p>Other species of particular note in the surrounding area include records of Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine.</p> <p>Full ecological surveys would be required in order to assess potential impacts. Opportunities for enhancement of the whole area could mitigate impact of limited development.</p> <p>Farmland species may also require additional off site mitigation.</p>
<p>Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</p>	<p>A = Any adverse impact on protected trees capable of appropriate mitigation</p>	<p>Amber. There are protected trees just outside the northern boundary of the site. Pre-development tree survey to British</p>



		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>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>A = Some constraints or adverse impacts</b>	Amber: -Further than 800m to access GP surgery. -Air quality issues -Loss of Grade 2 agricultural land (majority of site - which is 40ha).
<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>