

Major Facilities Sub Regional Facilities in the Cambridge Area

Review of Evidence and Site Options

ANNEX 1 SITE REVIEW PROFORMA RESULTS

Cambridge City Council
South Cambridgeshire District Council

Site Information**Site reference number(s):****Site name/address:** The Abbey Stadium Site, Newmarket Road, Cambridge (existing stadium site only)**Functional area (taken from Cambridge City SA Scoping Report):** North East Cambridge (Abbey)**Map:****Site description:**

Site of the existing Cambridge United Stadium with ancillary car parking. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car & van hire firm.

To the east and north, the site is surrounded by residential development. To the south there is an extensive area of allotments. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

Cambridge Local Plan 2006: Stadium pitch is protected open space.

Current use(s):

Football stadium and associated uses. Abbey Stadium is the home of Cambridge United Football Club. To the Newmarket Road end of the site, part of the land is used as a vehicle rental site.

Proposed use(s):

Site has been put forward for residential development, subject to finding an alternative location for the stadium.

Site size (ha): 2.8 ha.

Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses

LIMITED (unlikely to be large enough to accommodate a community stadium)

It may be possible to increase core stadium capacity, but the size and shape of the current site would constrain development of a community stadium including a wider range of uses.

If the stadium use were to cease, it would be sufficiently large for a smaller facility, such as an ice rink.

Site owner/promoter: *Owners known:* Grosvenor Estates (with South Stand area owned by Cambridge City Council)

Landowner has agreed to promote site for this development?: No; Grosvenor Estates promoting site for residential development and the remainder of the land is currently allotments, which are owned by Cambridge City Council.

Relevant planning history:

1932 - Original football ground inaugurated.

1934 - First stand opened

2002 - Redevelopment of South Stand completed

2006 - The 2006 Local Plan designated the Stadium pitch as protected open space.

2006 - The site was not allocated for housing. The 2006 Local Plan Inspector's report concluded that in the absence of a suitable relocation site for the Stadium it should not be allocated for housing.

2011 - Open Space and Recreation Strategy (Oct 2011) retained the Stadium pitch as protected open space for recreational purposes.

2012 – Strategic Housing Land Availability Assessment determined this site suitable for 154 residential units, developable in approximately 2018 to 2022.

2012 - The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the future of the current stadium site in terms of whether or not it should be retained or redeveloped and if redeveloped what it should be redeveloped for.

| Level 1 | | |
|---|--------------------------------|--|
| Part A: Strategic Considerations | | |
| Sequential approach to main town centre uses | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | G – Built up area of Cambridge | |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | Site lies in zone 1, lowest risk of fluvial flooding. |
| Is site at risk from surface water flooding? | GG= Low risk | Minor surface water issues that can be mitigated against through good design |

| Green Belt | | |
|--|--|--|
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | No | Not in the Green Belt |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | G = Development would relate to local landscape character and offer opportunities for landscape enhancement | Development would relate to local landscape character and offer opportunities for landscape enhancement |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | Amber: A replacement sports facility through good design could offer opportunities for townscape enhancement. However, the issue of increased car parking capacity may need to be overcome in terms of how any increased capacity can be provided without adversely affecting the townscape character. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Site is not near to an SSSI with no or negligible impacts |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | Site is not on or adjacent to a SAM |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | There are a number of Listed Buildings to the north of the site on Newmarket Road (The Round House and buildings on the corner of Ditton Walk). |
| Part B: Infrastructure 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. | Site is not within an allocated or safeguarded area in the Minerals and Waste LDF. |
| Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone? | A = Site or part of site within the SZ | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 15.2m/50ft |
| Is there a suitable access to the site? | A = Yes, with mitigation | |

| | | |
|---|---|---|
| <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>Site close to existing residential and business/education communities This improves walk/cycle catchments.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport Assessment</p> <p>Review of walking and cycle provision (including parking) will be required. The site is located off Newmarket Road which can suffer from congestion particularly at the weekends.</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>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved, but given the location within the City and public transport availability it is likely to be easier to demonstrate than other sites.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p> |

| Level 2 | | |
|--|--|--|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| <p>Would development lead to a loss of community facilities?</p> | <p>G = Development would not lead to the loss of any community facilities or appropriate mitigation possible</p> | <p>Given the constrained nature of the site, it could limit the potential for additional community facilities as part of a new stadium proposal.</p> |
| <p>Could it form part of an existing or new community?</p> | <p>A = Near to existing community, but limited opportunities for integration.</p> | <p>The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development.</p> |

| Accessibility to outdoor facilities and green spaces | | |
|---|---|--|
| Criteria | Performance | Comments |
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p> | G = No | Stadium pitch is identified in City Council Open Space & Recreation Strategy and 2006 Local Plan as protected open space and of recreational importance. If this is maintained or replaced there would be no loss. |
| <p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p> | N/A | |
| <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 (OS) provision?</p> | A = No, the site by virtue of its size is not able to provide additional open space | The constrained nature of the existing Abbey Stadium site means that the possibility of additional open space would be unlikely. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| <p>Would development result in the loss of employment land identified in the Employment Land Review?</p> | G = No loss of employment land / allocation is for employment development | Assumed redevelopment of Abbey Stadium for similar uses would have neutral impact. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| <p>What type of public transport service is accessible at the edge of the site? CITY</p> | G = High quality public transport service | Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas. |
| <p>How far is the site from an existing or proposed train station? CITY</p> | R = >800m | 1.58km ACF to Proposed Chesterton Station |
| <p>What type of cycle routes are accessible near to the site? CITY</p> | A = Medium quality off-road path. | A – There are good, though more circuitous links to the city centre via riverside but the more direct link via Newmarket |

| | | |
|---|---|--|
| | | Road is poor. There is an off-road link across Coldham's Common towards the station but this is unlit so there are personal security issues. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 400m (6) | |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 1.19km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | G = <1000m of an AQMA, M11 or A14 | Within 1000m of an AQMA, M11 or A14 |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Assessment of impact on AQMA would be required. Likely to be capable of adequate mitigation. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Replacement of existing stadium. May be possible to achieve additional noise mitigation though stadium design. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Replacement of existing stadium which is already floodlit. May be opportunities to further address light issues. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| 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 | The site could have significant contamination issues (occupied by a depot and previously oil merchants, fuel storage) |
| 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 | |

| Protecting the townscape and historic environment | | |
|--|--|--|
| 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 | 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 | Site is adjacent to Central Conservation Area and has the potential for negative impacts capable of appropriate mitigation |
| 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 | 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 | Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781). |

| Making Efficient Use of Land | | |
|--|---|---|
| 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. | |
| Would development make use of previously developed land (PDL)? | G = Yes | The existing stadium site is previously developed land. |

| Biodiversity and Green Infrastructure | | |
|---|--|---|
| 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 | Site adjacent to Coldham's Common County Wildlife Site and Coldham's Brook City Wildlife Site and Barnwell Pit City Wildlife Site. Existing stadium currently has pedestrian access from the Common and across the watercourse. |
| Does the site offer opportunity for green infrastructure delivery? | A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation | Constrained site would provide limited opportunities for Green Infrastructure. Potential to enhance existing brook and grassland. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Potential to enhance existing brook through improved bank treatment, invasive species control and target species for recovery such as scarce aquatic plants and water voles. |
| Are there trees on site or | G = Site does not contain or | |

| | | |
|--|----------------------------|--|
| immediately adjacent protected by a Tree Preservation Order (TPO)? | adjoin any protected trees | |
| Any other information not captured above? | | |
| | | |

| Level 3 | | |
|--|--|---|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | R = Yes | Cambridge United Football Club (CUFC) lease the Stadium site from the landowner Grosvenor Estates. The area covered by the Stadium's south stand is owned by Cambridge City Council and leased to CUFC. Lease on vehicle depot. |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | G = No impact | Site is not part of a larger site and would not prejudice development of any strategic sites. |
| Is the site available for this type of development? | R = No | Grosvenor are proposing site for residential development. |
| Is the site viable for this type of development? | R = No | Site not large enough for a community stadium (although it could accommodate a smaller facility like an ice rink). |
| Timeframe for bringing the site forward for development? | GG = Start of construction between 2011 and 2016 | |

| Conclusions | | |
|---|---|--|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Development of a new community sports facility offers an opportunity to improve the area's character.</p> <p>The impact on both local and strategic transport networks would need to be investigated further.</p> <p>Site not large enough for a community stadium (although it could accommodate a smaller facility like an ice rink).</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Surrounded by established residential community.</p> <p>Nearest available site to the City Centre</p> <p>Site is at least 1.5km from the nearest railway station (existing or proposed) but</p> |

| | | |
|---------------------------|--|--|
| | | <p>within 400m of High Quality Public Transport bus routes. Access could therefore be satisfactorily mitigated by improved transport links.</p> <p>Impacts on historic environment and biodiversity capable of mitigation.</p> |
| Level 3 Conclusion | R = Significant constraints or adverse impacts | Grosvenor have indicated they are pursuing the existing stadium site for housing development. If the stadium is not replaced on site then a suitable alternative stadium location will be needed for CUFC. |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | Whilst there may be potential to increase the capacity of the stadium, the constrained site is unlikely to be capable of accommodating a community stadium of the scale envisaged by the Cambridgeshire Horizons studies. If it is determined that a Community Stadium is needed, the existing Abbey Stadium site would not be a suitable site option. |

Site Information**Site reference number(s):** CS1**Site name/address:** The Abbey Stadium Site, Newmarket Road, Cambridge (including allotments land to the south))**Functional area (taken from Cambridge City SA Scoping Report):** North East Cambridge (Abbey)**Map:****Site description:**

Site of the existing Cambridge United Stadium with ancillary car parking and Elfleda Road Allotments. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car & van hire firm.

To the east and north, the site is surrounded by residential development. To the south is the Abbey Leisure centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

Local Plan 2006: Stadium pitch is protected open space and Elfleda Road Allotments are protected open space.

This site review considers the inclusion of the allotments, to make a larger site.

Current use(s):

Football stadium and associated uses. Part of the land is used as a vehicle rental site. The land to the south is in active use as allotments, run by the Whitehill Allotment Society.

Proposed use(s):

Abbey Stadium site has been put forward for residential development, subject to finding an alternative location for the stadium.

| |
|---|
| Site size (ha): 7.1 ha. (2.8 ha. stadium site plus allotments 4.3 ha.) |
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>ADEQUATE (likely to be large enough to accommodate a community stadium)</p> <p>Inclusion of the allotments site to the south would make a significantly larger site. It would be possible to accommodate a stadium, and supporting community uses. Whilst there would not be extensive land available for training pitches, the site adjoins the Abbey Leisure Complex, so would have the potential to add to an existing sports hub.</p> |
| <p>Site owner/promoter: Site owner: Stadium site - Grosvenor Estates (with South Stand area owned by Cambridge City Council); Allotments owned by Cambridge City Council Promoter: Grosvenor Estates for housing with replacement Community Stadium near Trumpington Meadows.</p> |
| <p>Landowner has agreed to promote site for this development?: No; Grosvenor Estates promoting site for residential development and the remainder of the land is currently allotments, which are owned by Cambridge City Council.</p> |
| <p>Relevant planning history:</p> <p>1932 - Original football ground inaugurated.</p> <p>1934 - First stand opened</p> <p>2002 - Redevelopment of South Stand completed</p> <p>2006 - The 2006 Local Plan designated the Stadium pitch and the Elfleda Road Allotments as protected open space. The site was not allocated for housing. The 2006 Local Plan Inspector's report concluded that in the absence of a suitable relocation site for the Stadium it should not be allocated for housing.</p> <p>2011 - Open Space and Recreation Strategy (Oct 2011) retained the Stadium pitch as protected open space for recreational importance and the Elfleda Road Allotments for both environmental and recreational importance.</p> <p>2012 – Strategic Housing Land Availability Assessment determined the Abbey Stadium site including car park and vehicle depot as suitable for 154 residential units, developable in approximately 2018 to 2022.</p> <p>2012 - The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the future of the current stadium site in terms of whether or not it should be retained or redeveloped and if redeveloped what it should be redeveloped for.</p> |

| | | |
|---|--------------------------------|--|
| Level 1 | | |
| Part A: Strategic Considerations | | |
| Sequential approach to main town centre uses | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | G – Built up area of Cambridge | |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | Flood zone 1, lowest risk of fluvial flooding. |
| Is site at risk from surface | GG= Low risk | Minor surface water issues that |

| | | |
|--|--|---|
| water flooding? | | can be mitigated against through good design |
| Green Belt | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | No | Not in Green Belt |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | G = Development would relate to local landscape character and offer opportunities for landscape enhancement | Development would relate to local landscape character and offer opportunities for landscape enhancement |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | A replacement sports facility through good design could offer opportunities for townscape enhancement. However, the issue of increased car parking capacity may need to be overcome in terms of how any increased capacity can be provided without adversely affecting the townscape character. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Site is not near to an SSSI with no or negligible impacts |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | Site is not on or adjacent to a SAM |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | There are a number of Listed Buildings to the north of the site on Newmarket Road (The Round House and buildings on the corner of Ditton Walk). |
| Part B: Infrastructure 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. | Site is not within an allocated or safeguarded area in the Minerals and Waste LDF. |
| Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone? | A = Site or part of site within the SZ | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 15.2m/50ft |
| Is there a suitable access to | A = Yes, with mitigation | |

| | | |
|--|--|---|
| the site? | | |
| Would allocation of the site have a significant impact on the local highway capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>Site close to existing residential and business/education communities This improves walk/cycle catchments.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport Assessment</p> <p>Review of walking and cycle provision (including parking) will be required. The site is located off Newmarket Road which can suffer from congestion particularly at the weekends.</p> |
| Would allocation of the site have a significant impact on the strategic road network capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved, but given the location within the City and public transport availability it is likely to be easier to demonstrate than other sites.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p> |

| Level 2 | | |
|---|---|---|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| 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 | <p>Development would lead to the loss of a significant area of allotments.</p> <p>Appropriate mitigation would depend on whether a suitable replacement facility could be found elsewhere. If this could not be achieved, it would be scored as red.</p> <p>Development would provide</p> |

| | | greater potential than the existing Abbey Stadium site for the inclusion of new community facilities in a proposal. |
|--|---|--|
| Could it form part of an existing or new community? | A = Near to existing community, but limited opportunities for integration. | The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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 | <p>Stadium pitch is identified in City Council Open Space & Recreation Strategy and 2006 Local Plan as protected open space and of recreational importance. If this is maintained or replaced there would be no loss.</p> <p>Allotments are identified in City Council Open Space & Recreation Strategy and 2006 Local Plan as protected open space and of both environmental and recreational importance. Development would lead to the loss of a significant area of allotments.</p> <p>However, the larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</p> |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | G = Yes | <p>Would depend on finding an appropriate replacement site for the allotments.</p> <p>The larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</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 (OS) provision? | GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards | There could be potential to delivery additional sports pitches, to add to the sports hub at the Abbey Complex. |

| | | |
|--|---|---|
| <p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i></p> | | |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | Assumed redevelopment of Abbey Stadium for similar uses would have neutral impact. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | G = High quality public transport service | Accessible to HQPT as defined. Site is within 400m of other bus services that link the site to the City Centre and other areas. |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 1.58km ACF to Proposed Chesterton Station |
| What type of cycle routes are accessible near to the site? CITY | A = Medium quality off-road path. | A – There are good, though more circuitous links to the city centre via riverside but the more direct link via Newmarket Road is poor. There is an off-road link across Coldham’s Common towards the station but this is unlit so there are personal security issues. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 400m (6) | |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 1.19km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | G = <1000m of an AQMA, M11 or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Assessment of impact on AQMA would be required. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or | A = Adverse impacts capable of adequate mitigation | Replacement of existing stadium. May be possible to achieve additional noise |

| | | |
|--|---|---|
| generator? | | mitigation though stadium design. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Replacement of existing stadium which is already floodlit. May be opportunities to further address light issues. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| 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 | The site could have significant contamination issues (occupied by a depot and previously oil merchants, fuel storage) |

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 | |

Protecting the townscape and historic environment

| 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 | |
| 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 | Site is adjacent to Central Conservation Area and has the potential for negative impacts capable of appropriate mitigation |
| 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 | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781). Pre-determination needed to enable a map-regression exercise to determine whether the plot retained any |

| | | |
|--|--|---------------------------|
| | | archaeological integrity. |
|--|--|---------------------------|

Making Efficient Use of Land

| 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. | |
| Would development make use of previously developed land (PDL)? | A = Part | The existing stadium site is previously developed, but the land occupied by allotments is Greenfield. |

Biodiversity and Green Infrastructure

| 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 | Site adjacent to Coldham's Common County Wildlife Site and Coldham's Brook City Wildlife Site and Barnwell Pit City Wildlife Site. Existing stadium currently has pedestrian access from the Common and across the watercourse |
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure | Potential to enhance existing brook and grassland. Allotments are good for biodiversity therefore if a scheme involved the whole site there is the presumption for a larger area to be made available for ecological mitigation, habitat creation |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Potential to enhance existing brook through improved bank treatment, invasive species control and target species for recovery such as scarce aquatic plants and water voles |
| 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 | There are no Tree Preservation Orders on or near the site. |

Any other information not captured above?

Level 3

Availability and Deliverability

| Criteria | Performance | Comments |
|--|---------------|---|
| Are there any known legal issues/covenants that could constrain development of the site? | R = Yes | Cambridge United Football Club (CUFC) lease the Stadium site from the landowner Grosvenor Estates. The area covered by the Stadium's south stand is owned by Cambridge City Council and leased to CUFC. Lease on vehicle depot. |
| Is the site part of a larger site and could it prejudice | G = No impact | Site is not part of a larger site and would not prejudice |

| | | |
|--|--|---|
| development of any strategic sites? | | development of any strategic sites. |
| Is the site available for this type of development? | R = No | Grosvenor indicate they are pursuing the housing development on the stadium site. |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | GG = Start of construction between 2011 and 2016 | |

| Conclusions | | |
|---|---|---|
| Level 1 Conclusion (after allowing scope for mitigation) | G = Minor constraints or adverse impacts | <p>Larger site than existing stadium would give greater opportunity to deliver community stadium at existing location.</p> <p>Development of new community sports facilities offers an opportunity to improve the area's character.</p> <p>The site is located off Newmarket Road which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further.</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Any new sports facility could be linked to the adjacent Abbey Leisure facilities.</p> <p>Surrounded by established residential community.</p> <p>Loss of allotments. However, the larger site would allow the development of a larger facility with a wider range of open space uses for the local community.</p> <p>Nearest available site to the City Centre</p> <p>Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes. Access could therefore be satisfactorily mitigated by improved transport links and should therefore not prevent replacement onsite sporting facilities</p> |

| | | |
|---------------------------|--|---|
| | | Impacts on historic environment and biodiversity capable of mitigation. |
| Level 3 Conclusion | R = Significant constraints or adverse impacts | <p>Site potentially large enough to accommodate a community stadium.</p> <p>Availability and viability unknown at this stage. Grosvenor have indicated they are pursuing the existing stadium site for housing development.</p> |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | <p>With inclusion of an area of land to the south, it would be possible to create a site large enough to accommodate a community stadium. A key benefit would be the ability to create a larger sporting hub, but combining with facilities at the existing Abbey complex.</p> <p>The allotments are identified as protected open space in the existing Cambridge Local Plan. There would be a need to identify appropriate replacement allotment facility elsewhere.</p> |

Site Information**Site reference number(s):****Site name/address:** Land East of Norman Way (Blue Circle Site), Coldhams Lane, Cambridge**Functional area (taken from Cambridge City SA Scoping Report):** South East Cambridge (Cherry Hinton)**Map:****Site description:**

Site comprises two adjoining parcels of land, each of around 4 hectares. The land is semi natural green space raised above surrounding uses by several metres. The site includes a developed mosaic of scrub and open habitats, supporting breeding birds and possible reptiles and scarce invertebrates. There are two mature hedgerows along the boundaries of Coldham's Lane and the Tins cycle route. The site is protected open space for its environmental attributes.

The land is largely surrounded by residential development and commercial development, the David Lloyd Club lies to the east. There is a railway line to the south.

Current use (s):

Two former quarries. The eastern most quarry was filled with waste until the mid-1970s, the western most quarry was filled in with waste until the mid 1980s, when landfill activities ceased and both quarries were capped. There is up to 19 metres of landfill in these sites.

Proposed use(s):

The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 identified land including the former quarries as an opportunity area. Much of the land is proposed as potential new green space, but an area of land south of Norman Way is identified as a development opportunity, for commercial development.

Site size (ha): Cambridge: 8 ha

Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses

LIMITED (unlikely to be large enough to accommodate a community stadium)

Given the nature of the site, it would be unlikely to accommodate a major facility, such as a community stadium with associated uses. It could potentially be able to accommodate a smaller scale facility, such as an ice rink.

Site owner/promoter: Owners: The Anderson Group

Landowner has agreed to promote site for this development?: Unknown. The Anderson Group for housing

Relevant planning history:

The Inspector's Report for the 2006 Cambridge Local Plan concluded that Phase 2 of the former Blue Circle site, Coldham's Lane, should not be allocated for housing because of the overriding risk arising from the contaminated land.

The Cambridge City Local Plan – Towards 2031 - Issues and Options Report 2012 identified the land around the former quarries as an Opportunity Area. Much of the land is proposed as potential new green space, but an area of land south of Norman Way is identified as a development opportunity, for commercial development.

Level 1

Part A: Strategic Considerations

Sequential approach to main town centre uses

| Criteria | Performance | Comments |
|---|--------------------------------|----------|
| What position does the site fall within the settlement hierarchy? | G – Built up area of Cambridge | |

Flood Risk

| Criteria | Performance | Comments |
|--|------------------------|--|
| Is site within a flood zone? | GG = Flood risk zone 1 | Flood zone 1, lowest risk of fluvial flooding. |
| Is site at risk from surface water flooding? | GG= Low risk | Minor to moderate amount of surface water flooding towards the centre of the northern site. Careful mitigation required which could impact on achievable site layout |

Green Belt

| Criteria | Performance | Comments |
|--------------------------------|-------------|----------|
| Is the site in the Green Belt? | No | |

Impact on the Landscape

| Criteria | Performance | Comments |
|--|--|--|
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | A = Development would be generally compatible or capable of being made compatible with local landscape character | Development would be generally compatible or capable of being made compatible with local landscape character |

Impact on the Townscape

| Criteria | Performance | Comments |
|---|--|--|
| Would development maintain and enhance the diversity and distinctiveness of townscape | A = Development would be generally compatible or capable of being made | Development would be generally compatible or capable of being made |

| | | |
|--|---|---|
| character? | compatible with local townscape character | compatible with local townscape character |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Site is not near to an SSSI with no or negligible impacts |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | 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 | Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings |
| Part B: Infrastructure Criteria | | |
| 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 | Amber: Part of the northern sector of this site lies within the accompanying Waste Consultation Area (Policy SSPW8H) which covers the Area of Search for waste management facilities at Cambridge East, and extends a further 250 metres. Development within this area must not prejudice existing / future planned waste management operations. Site is not allocated / identified for 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 Safeguarding Area; or a Minerals 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 | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. Located in the area requiring no erection of buildings, exceeding 10.7m/35ft. |
| Is there a suitable access to the site? | A = Yes, with mitigation | Yes, with mitigation Though and access is possible it would involve significant |

| | | |
|---|---|--|
| | | <p>levels of engineering works.</p> <p>Further more detailed work on the site access proposals including location, layout and capacity/operation 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>Site close to residential and business/education communities This improves walk/cycle catchments.</p> <p>Review of walking and cycle provision (including parking) would be required in a Transport Assessment (TA)</p> <p>The site is located off coldhams Lane. Further consideration will need to be given to traffic management measures.</p> <p>Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities and employment would need to be considered.</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>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time detailed information has not been submitted demonstrating that this could be achieved, but given the distance from the strategic road network it is likely to be possible.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan.</p> |

| Level 2 | | |
|--|--|--|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| <p>Would development lead to a loss of community facilities?</p> | <p>G = Development would not lead to the loss of any</p> | <p>Development would not lead to the loss of any community</p> |

| | community facilities or appropriate mitigation possible | facilities. Given the limited scale of the site, potential for significant community facilities alongside a core proposal would be limited. |
|---|---|--|
| Could it form part of an existing or new community? | A = Near to existing community, but limited opportunities for integration. | The existing site is located near to existing residential neighbourhoods. There could be opportunities for a facility to provide a hub role if new facilities were required, but less opportunity than delivering in a new development. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p> | R = Yes | Semi natural greenspace on-site identified in City Council Open Space & Recreation Strategy 2011 and 2006 Local Plan as protected open space of environmental importance but not recreational importance. |
| <p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p> | G= Yes | <p>Any future development would need to satisfactorily incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner.</p> <p>Nearby landfill site provides an opportunity to mitigate loss of protected open space</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 (OS) provision?</p> <p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces</i></p> | GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards | GG: Difficult for any development to not affect the loss of semi natural greenspace. However, nearby landfill site provides an opportunity to mitigate loss and enhancement of protected open space |

| | | |
|---|---|---|
| <i>and sports facilities is likely to encourage healthier lifestyles.</i> | | |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| Would development result in the loss of employment land identified in the Employment Land Review? | R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area | The land has been identified as an Opportunity Area having potential for commercial development identified in the Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | R = Service does not meet the requirements of a high quality public transport (HQPT) | Not accessible to a HQPT as defined. Majority of site is more than 400m from other bus services that link the site to the City Centre and other areas. |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 2.21km ACF to Cambridge Station |
| What type of cycle routes are accessible near to the site? CITY | A = Medium quality off-road path. | Amber overall due to Green & Red scoring G - Good links to Tins and then station/city centre although access over railway very narrow. However, access from the East or North is more problematic with a dangerous and difficult roundabout to negotiate and no cycle provision on Coldham's Lane the Tins path narrows significantly as it continues to Cherry Hinton (though may be upgraded by the County Council if land becomes available) and so from these areas it is R |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | <i>Total Score 19</i> |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 800m (3) | Closest bus stop on edge of site (within 400m). Best served bus stop within 800m (Citi 1) |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | Bus stop within 400m – No. 17 bus runs every 2 hours. Bus stop within 800m – Citi 1 bus runs every 10 minutes. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | Between 21 and 30 minutes (4) | Cherry Hinton, St. Andrews Church – Cambridge, Emmanuel Street (Citi 1) |

| | | |
|---|---|--|
| | | Cherry Hinton, Kathleen Elliot Way – Cambridge Emmanuel Street (No. 17) – 21 minutes. |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 2.74km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | GG = >1000m of an AQMA, M11, or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Adverse impacts capable of adequate mitigation |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Adverse impacts capable of adequate mitigation |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Adverse impacts capable of adequate mitigation |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | No adverse effects or capable of full mitigation |
| 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 | Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development. |
| 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 | Site does not contain or adjoin such areas, and there is no impact to the setting of such areas |

| | | |
|--|---|---|
| Protecting the townscape and historic environment | | |
| 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 | 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? | G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area | Site does not contain or adjoin such areas, and there is no impact to the setting of such areas |
| Would development impact | G = Site does not contain or | Site does not contain or adjoin |

| | | |
|---|--|--|
| upon buildings of local interest (Cambridge only) | adjoin such buildings, and there is no impact to the setting of such buildings | 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 | <p>Amber: Pre-determination needed to enable a map-regression exercise to determine whether the plot retained any archaeological integrity.</p> <p>Much archaeological evidence has come to light along Coldham's Lane to Church End area in recent years in advance of development that attests to significant Iron Age, Roman and Saxon settlement here.</p> <p>Roman to Medieval occupation, including Roman and possible Saxon burials (eg MCBs 6282, 5583-3, 5591, 17618, 5868-9). Owing to presence of human burials, information will be required ahead of any planning determination to test for further inhumations and indicate the significance of archaeological remain from these fields. A programme of Pre-determination evaluation will be required ahead of any planning determination.</p> <p>It should be noted that much of this site has been quarried and then landfilled and any archaeological finds may well have been removed during this process.</p> |

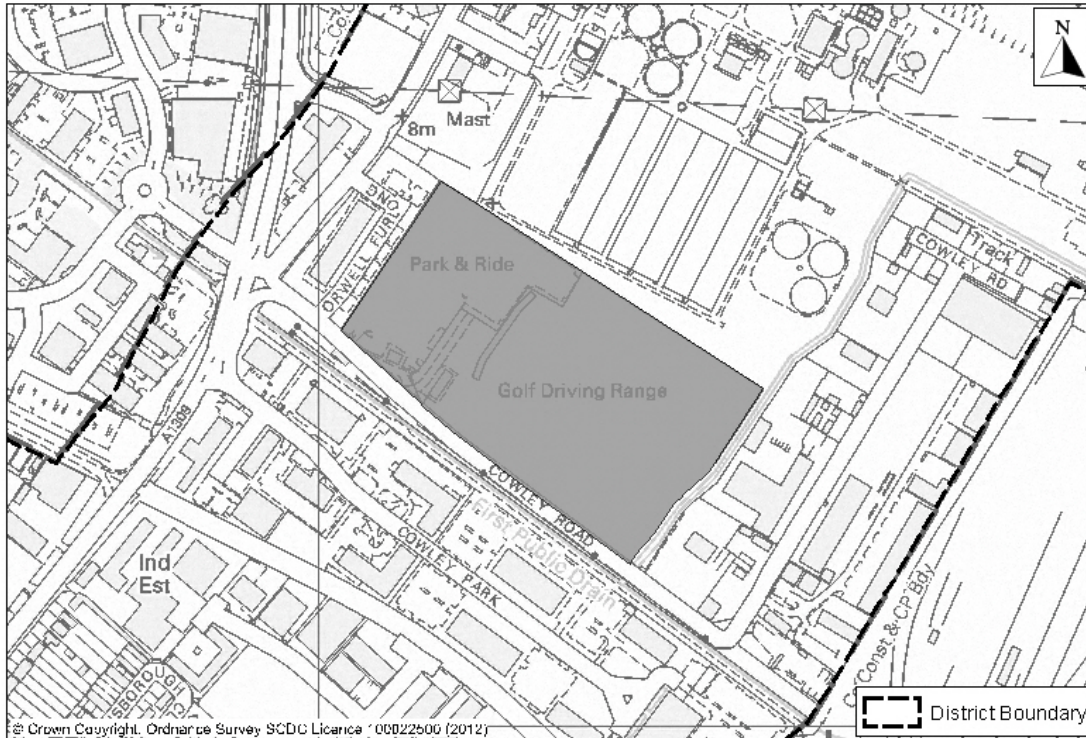
| Making Efficient Use of Land | | |
|--|---|--|
| Criteria | Performance | Comments |
| Would development lead to the loss of the best and most versatile agricultural land? | G = Neutral. Development would not affect grade 1 and 2 land. | |
| Would development make use of previously developed land (PDL)? | G = Entirely on PDL | Site is former quarry / landfill, but was returned to open space. |
| Biodiversity and Green Infrastructure | | |
| 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 | Coldhams Lane Old Landfill Site City Wildlife Site. Development (unless only minimal) could significantly impact on existing species. Bird and invert surveys required to assess sites |

| | | |
|---|--|---|
| | | <p>importance. Forms part of a network of wildlife sites and green corridor through the eastern edge of the City</p> <p>2006 Local Plan Inspector's Report: Former landfill site adjacent to the northern side of the existing Norman Way Business Park is capable of providing sufficient mitigation to replace the value for biodiversity of this site. It seems to me therefore that the City Wildlife Site designation should not prevent the allocation of the site for housing.</p> |
| Does the site offer opportunity for green infrastructure delivery? | A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation | Potential to enhance retained existing habitats through appropriate management. Currently no official public access, site suffers from fly tipping |
| 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 | Potential to reduce habitat fragmentation through loss of valuable brownfield habitats (actual value currently unknown). If significant natural green space is retained or enhance on the neighbouring landfill site as a result of development then there may be potential to target key species and manage appropriately |
| 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 | There are no Tree Preservation Orders on or near the site. |
| Any other information not captured above? | | |

| Level 3 | | |
|--|---------------|--|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | G = No impact | The land is identified as an Opportunity Area having potential for commercial development identified in the Cambridge Local Plan - Towards 2031 - Issues and Options 2012. |
| Is the site available for this type of development? | A = Unknown | |
| Is the site viable for this type of development? | R = No | Former landfill – could impact on viability |

| | | |
|--|---|--|
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | |
|--|---|--|

| Conclusions | | |
|---|--|---|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Development impact can be mitigated</p> <p>The impact on both local and strategic transport networks would also need to be investigated further.</p> <p>Scale and nature of the site would limit potential for large scale community stadium and associated facilities (but would be potential for a smaller facility like an ice rink)</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Opportunity to mitigate loss of open space is available.</p> <p>Loss of commercial development opportunity identified in Cambridge Local Plan Issues and options Report 2012.</p> <p>The distance (at least 2km) between the site and the existing railway station and poor local bus connections is a matter that would need to be resolved.</p> <p>Collocation benefits with the existing commercial gym and hotel adjoining the site.</p> <p>Airport Safety Zone requires consultation for structures over 10m in height.</p> |
| Level 3 Conclusion | R = Significant constraints or adverse impacts | <p>Unknown availability and viability for use. Former landfill could impact on viability.</p> |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | <p>The site presents a range of development challenges, particularly being former landfill which could impact on the viability of development. Size and shape would limit potential for a community stadium.</p> |

Site Information**Site reference number(s):** CS2**Site name/address:** Cowley Road Cambridge**Functional area (taken from Cambridge City SA Scoping Report):** North East Cambridge (East Chesterton)**Map:****Site description:**

Former park and ride site, and driving range. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The site is within 800m of a proposed railway station at Chesterton sidings.

Current use(s):

As above. The park and ride is leased on a short term arrangement and is being used as a bus depot and car parking for stagecoach.

Proposed use(s):

Identified as a potential area for employment development in the Cambridge Local Plan Issues and Options Report 2012.

Site size (ha): 6.3 ha

Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses

ADEQUATE (likely to be large enough to accommodate a community stadium)

The Cambridgeshire Horizons Community Stadium Feasibility Study identifies that the site is capable of accommodating a stadium, but is only large enough to focus on the professional sport stadium itself, rather than a range of community uses.

Alternatively the scale of site is capable of accommodating a smaller facility such as an ice rink.

Site owner/promoter: *Owners known – Cambridge City Council*

Landowner has agreed to promote site for this development?: No. Area is proposed for high density mixed employment-led development including associated supporting uses.

Relevant planning history:

The former Cowley P&R site has planning consent for staff car parking & bus park. The golf driving centre includes (32 bays), golf driving range, ancillary buildings and car parking onsite.

2006 - The site formed part of a mixed use 'Northern Fringe' allocation in the 2006 Local Plan which identified this area a high density mixed use development around a new railway station and transport interchange at Chesterton Sidings and adjoining land within the city. The majority of this area lies with Cambridge, whilst the location for the new station and the Chesterton Sidings area lie in South Cambridgeshire.

2008 - Viability and options work undertaken regarding the Northern Fringe allocation and concluded that comprehensive redevelopment of the site would not be viable and alternative, mainly employment led development options should be explored. This approach was consistent with the findings of the Cambridge and South Cambridgeshire Employment Land Review (2008) and the Cambridge Cluster Study (2011). Exploration of the feasibility of redevelopment to provide a new treatment works facility at a smaller scale on the current site should not be ruled out. If the works were to be downsized, then the possibility of some housing development on the site could also be explored, subject to issues such as odour. The site is a nominated Employment Land Review site.

The Cambridge Local Plan – Towards 2031 - Issues and Options Report 2012 sought comments on the strategic priority of Northern Fringe East. This area includes Chesterton sidings, the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a vibrant new which this site forms part of employment centre;
- Development to achieve excellent standards of sustainability and design quality;
- To secure delivery of a major new transport interchange to service Cambridge and the Sub region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus;
- Improved access for cyclist and pedestrians;
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

Level 1

Part A: Strategic Considerations

| Sequential approach to main town centre uses | | |
|--|---|---|
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | G – Built up area of Cambridge | |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | Flood zone 1, lowest risk of fluvial flooding. |
| Is site at risk from surface water flooding? | GG= Low risk | Minor surface water issues that can be mitigated against through good design |
| Green Belt | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | No | |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | G = Development would relate to local landscape character and offer opportunities for landscape enhancement | Development would be generally compatible or capable of being made compatible with local landscape character, and there could be potential for enhancement. |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | GG = Development would relate to local townscape character and offer significant opportunities for landscape enhancement | Existing site and local area has limited townscape character. Development would provide an opportunity to enhance the area. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Site is not near to an SSSI with no or negligible impacts |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | 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 | Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings |
| Part B: Infrastructure Criteria | | |
| 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 | This site lies within an allocated Area of Search for waste management facilities for the Cambridge Northern Fringe East (Policy W1F). It also lies entirely within the Waste Consultation Area (Policy W8I) which is |

| | | |
|--|---|---|
| | | <p>associated with the Area of Search. Development within this area must not prejudice existing / future planned waste management operations.</p> <p>This site lies immediately adjacent the Cambridge Waste Water Treatment Works (WWTW) and falls entirely within the WWTW Safeguarding Area for the Works (Policy W71). Within this area it must be demonstrated that the proposed development will not prejudice the continued operation of the WWTW (Policy CS31).</p> <p>The site also lies within a Waste Consultation Area which is associated with an existing waste management operation, at Cowley Road, Cambridge (Policy W8N). Development within this area must not prejudice this existing waste management operation.</p> <p>The eastern part of the site lies within the Transport Safeguarding Area for the Cambridge Northern Fringe Aggregates Railhead (Policy T2C). Within this area there is a presumption against any development that could prejudice the use of the existing transport zone for the transport of minerals and / or waste (Policy CS23).</p> <p>The site does not fall within a Minerals Safeguarding Area; or a Minerals Consultation Area.</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>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 15.2m/50ft,</p> |
| <p>Is there a suitable access to the site?</p> | <p>A = Yes, with mitigation</p> | <p>Road access it likely to be achievable.</p> <p>Site is close to A14 junction 33 so has good access to strategic network. Also off</p> |

| | | |
|--|--|--|
| | | A1309 Milton Road providing links to County network. |
| Would allocation of the site have a significant impact on the local highway capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required.</p> <p>Level of proposed parking provision and management of off-site parking, and local area impacts, would need to be need to be considered in Transport Assessment</p> |
| Would allocation of the site have a significant impact on the strategic road network capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>The Highways Agency indicate that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved. The site is near to public transport, but given location near to the Milton interchange could be difficult to achieve.</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 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</p> |

| | | |
|--|--|---|
| | | <p>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 term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>Any of the proposals would need to be supported by a robust and enforceable travel plan</p> |
|--|--|---|

| Level 2 | | |
|---|---|--|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| 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 | Due to the size of the site there could be limited potential for additional community facilities to accompany a community stadium, as highlighted by the Cambridgeshire Horizons Feasibility Study. |
| Could it form part of an existing or new community? | R = Isolated from existing or planned residential community. | Site is located alongside industrial and other employment development. The nearest residential community is Chesterton, located around 500m to the south. This could limit the potential for a facility to provide a community hub function. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children</i></p> | G = No | Site is not protected open space. |

| | | |
|--|---|---|
| <i>and teenagers, semi-natural green spaces, and allotments and other similar areas.</i> | | |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 (OS) provision? | G = Development could provide some enhanced provision of new public open spaces | As Highlighted by the Cambridgeshire Horizons Feasibility Study, due to the constrained nature of the site it could not accommodate much more beyond core Community Stadium facilities. It would deliver a replacement pitch for the Abbey site. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| Would development result in the loss of employment land identified in the Employment Land Review? | R = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area | The area was identified in the ELR 2008 as an opportunity site, and proposed in the Cambridge Local Plan Issues and Options Report 2012 as an employment land opportunity. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | A = service meets requirements of high quality public transport in most but not all instances | Not accessible to HQPT as defined. However, site is within 400m of other bus services that link the site to the City Centre and other areas. Currently the nearest bus stop is on Milton Road. However, the opening of a second railway station on the current sidings site and links to the guided bus will mean public transport to this area will be improved in the future. |
| How far is the site from an existing or proposed train station? CITY | A = 400 - 800m | 0 Site is between 300 and 600m from a proposed train station (Cambridge Science Park Station). |
| What type of cycle routes are accessible near to the site? CITY | G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. | G - Provided there are good links to the new Railway Station and links beyond to the river (and thus on to the city |

| | | |
|--|---|--|
| | cycleway adjacent to guided busway. | centre) which are currently poor but are likely to be upgraded as part of the station development. Otherwise A as there are very narrow pinch points on the off-road path along Milton Rd (route to city centre) |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 400m (6) | |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 2.46km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | A =<1000m of an AQMA, M11 or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Need to consider impact on existing Air Quality management Area in terms of traffic generation. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Adverse impacts capable of adequate mitigation |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Adverse impacts capable of adequate mitigation |
| Are there potential odour problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | As a receptor (close to the Sewage Works) - adverse impacts capable of adequate mitigation |
| 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 | Adjoins an area subject to contamination. |
| 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 | G = Not within SPZ1 or allocation is for greenspace | Not within SPZ1 or allocation is for greenspace |

| | | |
|--|--|--|
| show the risk of contamination from any activities that might cause pollution in the area. | | |
|--|--|--|

| Protecting the townscape and historic environment | | |
|--|---|---|
| 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 | 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? | G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area | Site does not contain or adjoin such areas, and there is no impact to the setting of such areas |
| 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 | 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 | Prehistoric cropmarked complex (MCB9985) and site of Medieval cross (suspected at former cross roads – MCB6354) to north-west. An Archaeological Condition is recommended for any consented scheme. |

| Making Efficient Use of Land | | |
|--|---|--|
| 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. | Site does not contain agricultural land. |
| Would development make use of previously developed land (PDL)? | G = Entirely on PDL | |

| Biodiversity and Green Infrastructure | | |
|---|--|--|
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |
| Does the site offer opportunity for green infrastructure delivery? | A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation | Due to constrained nature of site, there would be no significant opportunity for enhancement, although there would be opportunities for landscape enhancement. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Development could have a positive impact through enhancement of existing boundary features and creation of new habitats |
| 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 | |

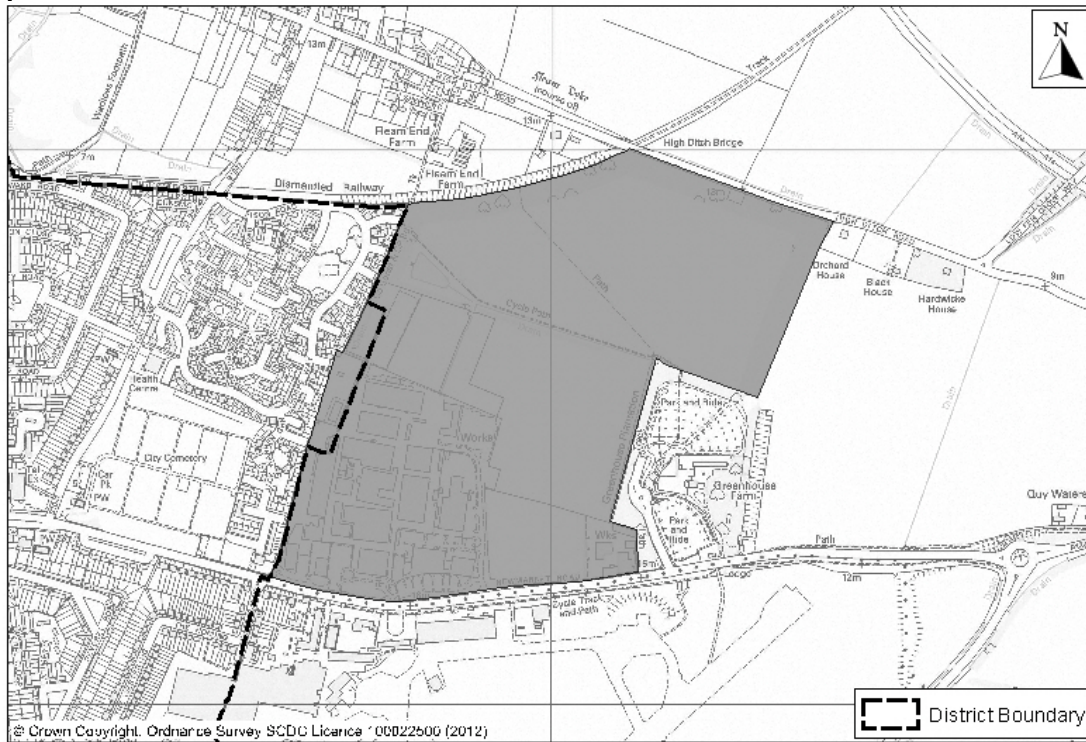
Any other information not captured above?

| |
|--|
| |
|--|

| Level 3 | | |
|--|---|--|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | No known legal issues/covenants that could constrain development |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | A = Some impact | Would impact on land available for employment development around the station area. |
| Is the site available for this type of development? | R = No | Cambridge City Council indicate the land is not available for this use. Area is proposed for high density mixed employment-led development including associated supporting uses. |
| Is the site viable for this type of development? | A = Unknown | Limitations on scale of enabling development that could accompany a proposal could impact on viability. |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | |

| Conclusions | | |
|---|---|---|
| Level 1 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Previously developed site, development could enhance townscape of the area.</p> <p>Need to demonstrate highways issues can be addressed, including on strategic road network.</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Access to public transport will improve with opening of new station, and links to the guided bus.</p> <p>No impact on historic environment, opportunity to enhance biodiversity of site.</p> <p>Loss of land identified in the Employment Land Review</p> <p>Isolated from an existing or planned community.</p> <p>Due to the constrained nature of the site it could not accommodate much more beyond core Community Stadium facilities.</p> |
| Level 3 Conclusion | R = Significant constraints or | Some impact on development |

| | | |
|---------------------------|--|---|
| | adverse impacts | <p>on the wider Northern Fringe East area.</p> <p>Cambridge City Council indicate land not available for this use.</p> <p>The site is not large enough to allow for significant levels of enabling development.</p> |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | <p>The Cowley Road Site has potential to accommodate a Community Stadium, with advantages of using a previously developed site in an area where public transport will be significantly improved. Isolated from a residential area, and with limited space available, could limit ability to produce a genuine community stadium.</p> <p>It would however reduce land available for employment development in the Cambridge Northern Fringe East Area, identified in both Cambridge and South Cambridgeshire Issues and Options Reports.</p> |

Site Information**Site reference number(s):** CS3**Site name/address:** North of Newmarket Road, Cambridge East**Functional area (taken from Cambridge City SA Scoping Report):** *City only***Map:****Site description:**

Land adjoins industrial and commercial development of the north works, fronted by car showrooms on Newmarket Road. To the rear there is areas used as car parking. Further east there is an open frontage to an agricultural field, before reaching a petrol station, and the Park and Ride. The wider site comprises agricultural fields, surrounded by belts of trees.

Current use(s): Agricultural land, with a range of uses on the north of Newmarket Road frontage.**Proposed use(s):**

Currently identified in the Cambridge East Area Action Plan for residential development.

Site size (ha): 40 ha.**Ability to accommodate Sub regional Facilities** including potential to accommodate associated community uses**VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)**

The significant scale of the site means that theoretically it could accommodate a range of facilities.

The open field fronting Newmarket Road, would not be sufficiently large to accommodate a stadium, so it would be likely to require a site away from the Newmarket Road frontage unless there was redevelopment of surrounding land. It could however have potential to accommodate a smaller facility.

Site owner/promoter: *Owners known - Marshalls*

Landowner has agreed to promote site for this development?: *Unknown (Grosvenor / Wrenbridge state that they approached Marshalls, who advised the site was not available for a community Stadium)*

Relevant planning history:

Land north of Newmarket Road and west of the Park and Ride site is not constrained by the airport relocation and the Cambridge East Area Action Plan identified that it could come forward for development earlier than the main airport site. This could provide between 1,500 and 2,000 homes. The South Cambridgeshire Local Plan Issues and Options Report 2012 sought views on whether the site should be returned to the Green Belt, safeguarded for future development, whether a new policy should be included in the Local plan allocating the land for residential led mixed use development, or continue to rely on policies in the Cambridge East Area Action Plan.

Level 1

Part A: Strategic Considerations

Sequential approach to main town centre uses

| Criteria | Performance | Comments |
|---|------------------|----------|
| What position does the site fall within the settlement hierarchy? | A = Edge of City | |

Flood Risk

| Criteria | Performance | Comments |
|--|------------------------|---|
| Is site within a flood zone? | GG = Flood risk zone 1 | |
| Is site at risk from surface water flooding? | GG= Low risk | Site subject to minor surface water flood risk but capable of mitigation. |

Green Belt

| Criteria | Performance | Comments |
|--------------------------------|-------------|---|
| Is the site in the Green Belt? | No | The land was removed from the Green Belt as a result of the Cambridge East Area Action Plan 2008. |

Impact on the Landscape

| Criteria | Performance | Comments |
|--|--|---|
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | A = Development would be generally compatible or capable of being made compatible with local landscape character | To a great extent the impact of a Sub Regional Facility would depend on its design and location within a site, and how it related to surrounding development. Against the backdrop of existing commercial development, wide impacts of a building could be limited. There could also be opportunities for enhancement. The site is relatively screened from wider views by tree belts. |

Impact on the Townscape

| Criteria | Performance | Comments |
|--|--|---|
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | To a great extent the impact of a Sub Regional Facility would depend on its design and location within a site, and how it related to surrounding development. Against the |

| | | |
|--|--|--|
| | | backdrop of existing commercial development, wide impacts of a building could be limited. There could also be opportunities for enhancement. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Nearest SSSI is Wilbraham Fen, over 2.5 km away from the site. |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | Nearest SAM site is south of Teversham, over 2km from the site. |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | Listed buildings on High Ditch Road Fen Ditton, and the Cambridge Airport control building. |
| Part B: Infrastructure Criteria | | |
| 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 | Cambridge East is identified in the Minerals and Waste LDF as an area of search for waste management facilities. |
| Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone? | A = Site or part of site within the SZ | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. Part in area designated as no erection of buildings, structures, part 10m or above. Could impact on the ability to build a community stadium, particularly on the Newmarket Road frontage, although there a number of tall buildings already on site. |
| Is there a suitable access to the site? | A = Yes, with mitigation | Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments would be required. |
| Would allocation of the site have a significant impact on the local highway capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | Improvements would be required to accommodate the development of the site. Review of walking and cycle provision, level of proposed |

| | | |
|--|--|--|
| | | <p>parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> |
| Would allocation of the site have a significant impact on the strategic road network capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity on the strategic road network.</p> <p>Any of the proposals would need to be supported by a robust and enforceable travel plan.</p> |

| Level 2 | | |
|---|--|---|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| Would development lead to a loss of community facilities? | GG = Potential for additional community facilities | <p>There are no existing community facilities on the site.</p> <p>Potential for new facilities would depend on the nature of the proposal. Given the area of the site there is potential for a Community stadium to be accompanied by community facilities.</p> |
| Could it form part of an existing or new community? | G = Near to a planned new community, with opportunities for integration. | Could potentially deliver a significant new residential neighbourhood, therefore sub regional facilities could be integrated into proposals, and could be developed to provide a community hub. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development | G = No | |

| | | |
|---|---|---|
| Control policy SF/9? (excluding land which is protected only because of its Green Belt status). <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i> | | |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 (OS) provision? | GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces | Given the scale of the site, there could be potential for significant additional open space. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | G = High quality public transport service | |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 1.91km ACF to Proposed Chesterton Station |
| What type of cycle routes are accessible near to the site? CITY | A = Medium quality off-road path. | Amber as connecting routes are either medium to poor quality (along Newmarket Rd) or they are of fairly high quality but with no lighting (i.e. across Stourbridge Common and Coldham's Common) |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | Total of 24, based on Park and Ride service. |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 400m (6) | The park and Ride is around 260m form the centre of the |

| | | |
|---|---|--|
| | | site. Bus stops on Newmarket Road are around 380 metres. |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | Park and Ride provides a 10 minute frequency service, timetabled for a 15 minute journey to the city centre (last bus 20:05). There are other services from stops on Newmarket Road, but these are less frequent. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 2.87km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | G = <1000m of an AQMA, M11 or A14 | The A14 lies approximately 900m to the north of the centre of the site. |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Potential for an increase in traffic and static emissions that could affect local air quality. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Potential to mitigate issues with site design and location. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | Not anticipated a stadium would generate particular odour issues. |
| 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 | |
| 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 | |

| Protecting the townscape and historic environment | | |
|--|--|--|
| 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 | |
| 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 | The nearest Conservation Area is Fen Ditton Village, impact would depend on positioning of development, and how the larger site was developed, but is capable of appropriate mitigation. |
| 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 | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | The Cambridge East Area Action Plan describes archaeology present in the area, and requires appropriate mitigation. |

| Making Efficient Use of Land | | |
|--|---|---|
| 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 | Cambridge East Phase 1 includes around 26 hectares of Grade 2 agricultural land. However, a subregional facility would not require the whole of the site, and the remainder of the site is grade 3 or urban uses. |
| Would development make use of previously developed land (PDL)? | R = No | There are elements of previously developed land on the Newmarket Road Frontage, but the significant majority of the land is Greenfield. |

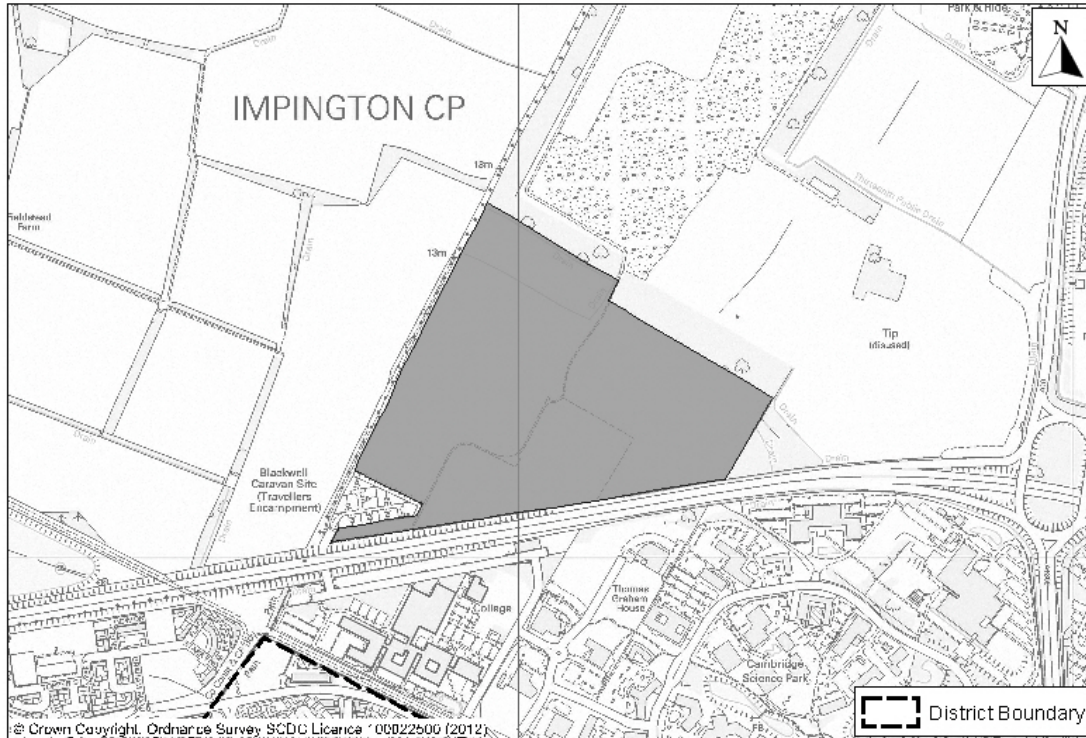
| Biodiversity and Green Infrastructure | | |
|--|--|---|
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | The Area Action Plan identifies that the only areas currently identified as of notable biodiversity value are the local nature reserve adjacent to Barnwell Road, the Airport Way Road Side Verge (RSV) County Wildlife Site, and the Park and Ride site, although there may be small pockets elsewhere on the site, such as fringe habitats along watercourses and on roadside verges. |
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure | Given the scale of the site there is potential for new Green Infrastructure. Extent |

| | | |
|---|--|--|
| | | would depend on masterplanning. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | The Cambridge East Area Action Plan requires strategies for the creation, retention and management of key habitats important for foraging, shelter and mitigation for protected species to ensure and encourage their continued presence within the new development. |
| 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 | |
| Any other information not captured above? | | |

| Level 3 | | |
|--|--|---|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | Site is in single ownership |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | A = Some impact | The site is identified in the Cambridge East Area Action plan for residential development. A major sub-regional facility would take land away from the development. Equally, it could create an opportunity to deliver a community hub. |
| Is the site available for this type of development? | R = No | Marshalls have previously indicated to Grosvenor that the site is not available for a community stadium. |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | GG = Start of construction between 2011 and 2016 | It is understood the land is capable of development in the short term. |

| Conclusions | | |
|---|--|---|
| Level 1 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Land already removed from the Green Belt.</p> <p>Opportunity to integrate facility into new community if wider site comes forward for residential development.</p> <p>Landscape and townscape impacts capable of mitigation.</p> |

| | | |
|---|--|--|
| | | Transport impact would need to be fully assessed, and addressed. |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Near to Abbey Stadium site.</p> <p>Access to High Quality Public Transport and Park & Ride. Cycling routes of medium quality.</p> <p>Opportunities for open space / Green infrastructure in wider site.</p> <p>Could reduce capacity of site to accommodate other forms of development.</p> <p>Airport safety zones could impact on building height, or influence location of facilities. May need to be located away from Newmarket Road frontage.</p> |
| Level 3 Conclusion | R = Significant constraints or adverse impacts | Viability and availability unknown at this stage, although Marshalls have previously indicated land is not available for this use. |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | A major development could provide an opportunity to integrate a community stadium into the new community near to the existing Abbey Stadium site. However, the land owner has previously advised the site is not available for this use. |

Site Information**Site reference number(s):** CS6**Site name/address:** Land Between Milton and Impington (Leonard Martin – ‘Union Place’)**Functional area (taken from Cambridge City SA Scoping Report):** *City only***Map:****Site description:**

Open fields, laid to pasture, adjoining the A14 north of Cambridge. Land to the north is also open fields, with tree lines viewed in the distance from the A14.

The Blackwell Travellers Site is located adjoining the south western boundary of the site, whilst the Mere Way Public Right of Way runs the length of the western boundary.

Current use(s):

Pasture.

Proposed use(s):

The representor (Leonard Martin) has proposed that the site could accommodate community stadium with 10,000 seat capacity, a concert hall, and ice rink, and a large and high quality conference centre and an adjoining extended hotel.

South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 43087, 43086, 43085, 43084, 43083.

Site size (ha): 24 ha

| |
|---|
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</p> <p>The large and open nature of the site means there would be potential to deliver a range of uses.</p> |
| <p>Site owner/promoter: <i>Owners Unknown</i></p> |
| <p>Landowner has agreed to promote site for this development?: <i>Proposals submitted through Issues and Options Consultation.</i></p> |
| <p>Relevant planning history:</p> <p>Land had planning permission for use during construction of the A14, but was conditioned to return to agricultural use.</p> |

| Level 1 | | |
|--|---|---|
| Part A: Strategic Considerations | | |
| Sequential approach to main town centre uses | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | G = Edge of City | Adjoins the built up area of Cambridge. |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | |
| Is site at risk from surface water flooding? | GG= Low risk | |
| Green Belt | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | Yes | |
| 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 | |
| To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core | The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.8 km | |
| To prevent communities in the environs of Cambridge from merging into one another and with the City. | R = Significant negative impacts | Development of this site will Jump the A14 and extend the built form of Cambridge towards Milton and Impington. Development of the proposed scale and type will fill a substantial part of the separation between Milton and Impington, and will be visible from both, forming a visual link. |
| To maintain and enhance the quality of the setting of Cambridge | R = High/medium impacts | The development will urbanise the north side of the A14 linking with the visible commercial development at the science park opposite the |

| | | |
|--|---|---|
| | | site |
| Key views of Cambridge / Important views | G = No or negligible impact on views | No key views of Cambridge at this point |
| Soft green edge to the City | R = Existing high quality edge, significant negative impacts incapable of mitigation. | The existing edge of the city to the north of the A14 at this point is of series of small to large sized paddocks divided by hedges and with a wooded skyline. Large scale development in the foreground of this edge will impact on this obvious green edge, which would become dominated by commercial development. |
| Distinctive urban edge | G = Not present | Not present. |
| 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 | No loss of Green Corridor land. |
| The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only) | R = Significant negative impacts incapable of satisfactory mitigation | Development of the proposed scale and type will fill a substantial part of the separation between Milton and Impington, urbanising the space and reducing separation between the two. Development will be visible from both, forming a visual link between the two villages |
| A landscape which has a strongly rural character | R = Significant negative impacts incapable of satisfactory mitigation | The existing edge of the city to the north of the A14 at this point is of series of small to large sized paddocks divided by hedges and with a wooded skyline. Development of the proposed scale and type will urbanise this space and detract from the rural character. |
| Overall conclusion on Green Belt | R = High/medium impacts | The proposed development would have a significant negative on the green belt. The location probable form and scale of the development will make any meaningful mitigation extremely difficult. |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | R = Development conflicts with landscape character with minor negative impacts incapable of mitigation | |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation | Significant negative impacts on preventing communities merging with each other. |

| Impact on national Nature Conservation Designations | | |
|--|--|---|
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | There are a number of listed buildings on the edge of Impington Village. Development would have some impact on their setting. |
| Part B: Infrastructure 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. | <p>Most of site falls within Milton Landfill Waste Consultation Zone, Cambridgeshire and Peterborough Minerals and Waste Site Specific Policies DPD</p> <p>A large portion of this site falls within the Waste Consultation Area for Milton Landfill, Milton (including the Household Recycling Centre). This Consultation Area covers the landfill site and extends for a further 250 metres. Development within this Consultation Area must not prejudice existing waste management operations.</p> <p>The site is not allocated / identified for 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 WWTW* or Transport Zone Safeguarding Area; or a Minerals Consultation Area.</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 | <p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding</p> |

| | | |
|--|---|--|
| <p>Is there a suitable access to the site?</p> | <p>A = Yes, with mitigation</p> | <p>45.7m/150ft,</p> <p>The Local Highways Authority indicates that access appears to be achievable in principle, though not directly from the Park and Ride Site as this would have to cross the old refuse tip and the ground is inherently unstable.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments will be required to confirm this.</p> <p>Impact on Mere Way, a public right of way, would need further consideration.</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>The Local Highways Authority indicate that a Full Transport Assessment (TA) and Travel Management Plans (TP) would be required should the site come forward. This should include consideration of operation of the stadium at different levels of attendance reflecting typical current attendances, at-capacity attendance, and an interim level of attendance, including on a Saturday and a Tuesday, and for non-match days related to other facilities.</p> <p>Proposals for expanding park and ride and proposed park and walk site would need further detailed consideration.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and</p> |

| | | |
|---|---|--|
| | | <p>public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</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>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved with regard to the A14, and it may be difficult to achieve in this location, particularly with the scale and range of uses proposed. More likely to be demonstrable after A14 improvements.</p> <p>Any of the proposals would need to be supported by a robust and enforceable travel plan.</p> |

| Level 2 | | |
|---|---|--|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| <p>Would development lead to a loss of community facilities?</p> | <p>GG = Potential for additional community facilities</p> | <p>Given the scale of the site there is potential to include additional community facilities as part of a proposal.</p> |
| <p>Could it form part of an existing or new community?</p> | <p>R = Isolated from existing or planned residential community.</p> | <p>Site is separated from an existing residential neighbourhood by the Regional College and the A14. This could limit its potential as a local community hub. Location near regional college could create sports linkages.</p> |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children</i></p> | <p>G = No</p> | |

| | | |
|---|---|---|
| <i>and teenagers, semi-natural green spaces, and allotments and other similar areas.</i> | | |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 (OS) provision? <i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i> | GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces | No specific facilities referenced in the proposal, but the size of the site could make significant additional open space possible. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | No existing employment development on site. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | R = Service does not meet the requirements of a high quality public transport (HQPT) | Site is around 600m as the crow flies from an existing guided bus stop. However, in reality actual route would be around 1200m, via the underpass under the A14 (see below). The Representor proposes an additional stop near to the Holiday Inn, but this would be a similar walking distance. |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 2.06km ACF to Proposed Chesterton Station Access to station via the guided bus. |
| What type of cycle routes are accessible near to the site? CITY | A = Medium quality off-road path. | A – but only if a high quality cycle route is provided from Butt Lane, through the P&R to |

| | | |
|---|---|--|
| | | <p>Union Place as well as links to the busway, otherwise R. Access points to the site are limited due to the A14 and A10 and so some routes will be fairly circuitous.</p> <p>Access constraints could limit walking access from Cambridge.</p> <p>Current walking access from City via A14 underpass to rear of Regional College. Could be significant constraint and unsuitable for movement of large volumes of people. Potential alternative via guided bus path, but longer route and also constrained.</p> <p>Access considerations would need to be addressed further.</p> |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | G = Score 15-19 from 4 criteria below | |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Beyond 1000m (0) | Due to the nature of the route required, has been scored against actual walking distance |
| SCDC Sub-indicator: Frequency of Public Transport | 20 minute service (4) | Buses approximately every 15 minutes from Cambridge Village College to City Centre |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 3.05km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | A = Within or adjacent to an AQMA, M11 or A14 | Small part of the site is within the AQMA. |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Air Quality: The site adjoins SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional receptors and members of the public into an area with poor air quality with potential adverse health impact and |

| | | |
|--|---|--|
| | | <p>secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a very significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. May be suitable if it can be demonstrated that issues can be appropriately mitigated.</p> |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing (including the adjoining Gypsy and Traveller site) |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| 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 | Potential contamination issues associated with the nearby landfill site would need to be explored, and could be addressed through condition. |
| 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 | G = Not within SPZ1 or allocation is for greenspace | |

| | | |
|--|--|--|
| show the risk of contamination from any activities that might cause pollution in the area. | | |
|--|--|--|

| Protecting the townscape and historic environment | | |
|--|--|---|
| 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 | |
| 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 | Conservation Area on the edge of Impington Village. |
| 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 | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Lies adjacent to the line of the Roman road linking the Roman town at Cambridge to the well developed hinterland and the fens to the north. Excavations in advance of the development of the landfill site have identified extensive evidence for Bronze Age, Iron Age and Roman settlement and agriculture. Archaeological evaluation, prior to determination of any planning application would be necessary to consider the archaeological impact of development. |

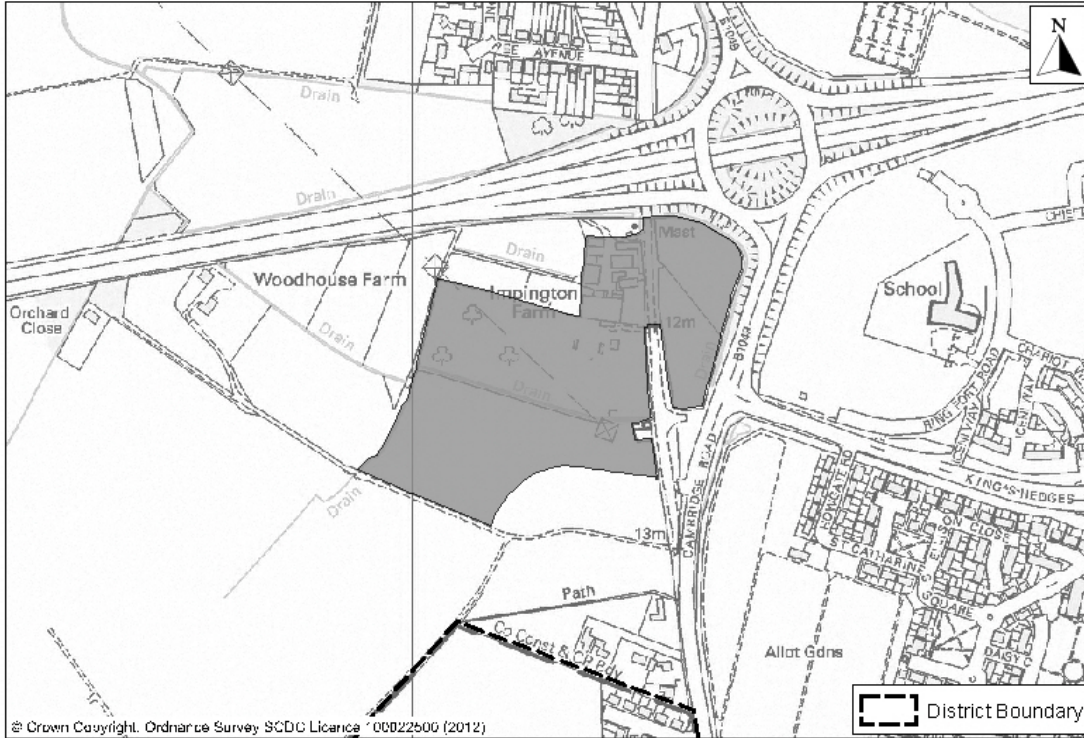
| Making Efficient Use of Land | | |
|--|--|--|
| Criteria | Performance | Comments |
| Would development lead to the loss of the best and most versatile agricultural land? | R = Significant loss (20 ha or more) of grades 1 and 2 land | Land is agricultural grade 2 |
| Would development make use of previously developed land (PDL)? | R = No | None of the site is previously developed. |
| Biodiversity and Green Infrastructure | | |
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure | The significant scale of the site means that there may be some opportunity for Green Infrastructure provision. |
| Would development reduce | G = Development could have a | Site currently grazing fields. |

| | | |
|--|---|---|
| habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | positive impact by enhancing existing features and adding new features or network links | Potential for enhancement, such as increased tree planting and areas to promote biodiversity. |
| 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 | |
| Any other information not captured above? | | |
| | | |

| Level 3 | | |
|--|---|---|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | None known. |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | G = No impact | |
| Is the site available for this type of development? | R = Yes | Proposer indicates that the site is available. |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | Proposal indicates land is available, but proposals are at an early stage of development. |

| Conclusions | | |
|---|---|---|
| Cross site comparison | | |
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | Green Belt site. Significant impact on purposes to prevent merging of communities, maintaining quality of setting of Cambridge, soft green edge and rural character. Need to demonstrate highway capacity on the A14 and local roads. Need to consider impact on Mere Way, a public right of way. |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | Significant scale would give potential for pitches or open space to accompany proposal (proposer indicates additional subregional facilities – ice rink, concert hall, conference venue). Near to Guided Bus and Park and Ride, but beyond 400m |

| | | |
|---------------------------|--|---|
| | | <p>to bus stop, so does not meet High Quality Public Transport Definition.</p> <p>Limited existing walking and cycling access to site. Separated from City by A14 / A10. Underpass to rear of Regional College a particular constraint.</p> <p>Isolated from existing or planned residential community, but near to regional college.</p> <p>Impacts on existing Gypsy and Traveller site would need to be addressed.</p> |
| Level 3 Conclusion | A = Some constraints or adverse impacts | Viability unknown at this stage. |
| | | |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | Site would have a significant impact on the Green Belt, and there are a range of transport issues that would need to be addressed. |

Site Information**Site reference number(s):** CS4**Site name/address:** West of Cambridge Road South of the A14, Impington**Functional area (taken from Cambridge City SA Scoping Report):** *City only***Map:****Site description:**

The land lies off Cambridge Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and small areas of woodland, lie to the north east and a hotel and playing fields for Anglia Ruskin University lie to the south west. The remaining land comprises large open agricultural fields, with views across western part of the site to the historic core of Cambridge.

This assessment considers the land between Cambridge Road and the allocated site allocated for residential development known as NIAB 2.

Current use(s):

Primarily agriculture.

Proposed use(s):

The site has been proposed through representations for additional residential development, through an addition to the existing allocation it adjoins.

South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 39825

Site size (ha): South Cambridgeshire: 8.98 ha

| |
|--|
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>ADEQUATE (likely to be large enough to accommodate a community stadium)</p> <p>The scale of site would be sufficient for a community stadium, and is slightly larger than the Cowley Road site.</p> |
| <p>Site owner/promoter: <i>Owners known</i></p> |
| <p>Landowner has agreed to promote site for this development?: <i>Unknown (Grosvenor / Wrenbridge state that they approached the landowners, but both determined not to take the option forward)</i></p> |
| <p>Relevant planning history:</p> <p>The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. “The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. Some land could be released, retaining other parts to fulfil Green Belt purposes.” The allocation of NIAB2 in the SSP Plan reflected the Inspectors’ conclusions on Green Belt significance.</p> |

| | | |
|--|---|---|
| <p>Level 1</p> <p>Part A: Strategic Considerations</p> | | |
| <p>Sequential approach to main town centre uses</p> | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | A = Edge of City | Adjoins the built up area of Cambridge. |
| <p>Flood Risk</p> | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | |
| Is site at risk from surface water flooding? | A = Medium risk | Site subject to surface water flood risk but capable of mitigation. |
| <p>Green Belt</p> | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | Yes | |
| 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 | |
| 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: 2.33km ACF | |
| To prevent communities in the environs of Cambridge from merging into one another and with the City. | A = Some impact, but capable of mitigation | The development would bring built development closer to Impington on the west of Cambridge Road. Retention of hedges and woodland and a set back of the development from Cambridge Road could provide mitigation. Orchard Park to the east already being developed. |

| | | |
|--|---|---|
| To maintain and enhance the quality of the setting of Cambridge | A = Medium and medium/minor impacts | The proposed development site would effectively reduce the green setting for the city when viewed from the A14 opposite the site. |
| Key views of Cambridge / Important views | G = No or negligible impact on views | |
| Soft green edge to the City | R = Existing high quality edge, significant negative impacts incapable of mitigation. | The development would impact on the existing soft green edge to the city. |
| Distinctive urban edge | G = Not present | |
| 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 | The proposed development site would not affect Green Corridors. |
| The distribution, physical separation, setting, scale and character of Green Belt villages | A= Negative impacts but capable of mitigation | The development site risks effectively connecting Impington to Cambridge to the south and east, forming a continuous block of development. Retention of hedges and woodland and a set back of the development from Cambridge Road could provide mitigation. |
| A landscape which has a strongly rural character | A = Negative impacts but capable of partial mitigation | The landscape is open and rural, despite adjoining the A14 to the north. The skyline is currently formed by hedges and trees with only limited development visible at Wellbrook Way. |
| Overall conclusion on Green Belt | A = Minor and Minor/Negligible impacts | Development at this site would have negative impacts on the green belt purposes but mitigation possible. |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | R = Development conflicts with landscape character with minor negative impacts incapable of mitigation | Location next to A14 junction means it already does not have a strong rural character. |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | R = Development conflicts with townscape character with minor negative impacts incapable of mitigation | Impacts on setting of Cambridge, but not as high as the Trumpington Meadows site. Would reduce separation the Green Belt villages. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | |

| Impact on National Heritage Assets | | |
|---|---|---|
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = 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 | <p>Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing.</p> <p>Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list.</p> |
| Part B: Infrastructure Criteria | | |
| 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>The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.</p> <p>Site is not allocated / identified for 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 WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</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 | <p>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 90m/295ft in height.</p> |
| Is there a suitable access to the site? | A = Yes, with mitigation | Though an access is potentially possible it would involve taking potentially large numbers of motor vehicles though a residential area where the design speed is to be 20mph. This is an issue that would need to be worked |

| | | |
|---|---|--|
| | | <p>through before any access could be achieved.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments 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>Access would be onto internal roads in the NIAB1 and NIAB2 sites which will link to both Histon Road and Huntingdon Road. Highways Authority e have concerns about how cycle provision would be dealt with.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</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>Site is close to A14 junction 32 so has good access to strategic network.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. At the present time information has not been submitted that this could be achieved with regard to the A14, but the location south of the A14 may make this more achievable than site to the north. More</p> |

| | | |
|--|--|---|
| | | likely to be demonstrable after A14 improvements. Any of the proposals would need to be supported by a robust and enforceable travel plan. |
|--|--|---|

| Level 2 | | |
|--|---|--|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| 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 | Potential for additional community facilities could be limited by the scale of site, but there could be potential for links to the NIAB 2 development. |
| Could it form part of an existing or new community? | G = New to a planned new community, with opportunities for integration. | The NIAB site will form a large new community adjoining this site. There could be potential for the site to deliver a community hub, particularly if this were taken into account when masterplanning the NIAB 2 site. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status). <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i> | G = No | |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 | G = Development could provide some enhanced provision of new public open spaces | Potential for additional space to be delivered alongside a new facility, but scale of site could limit potential scale. |

| | | |
|--|---|--|
| achieve the minimum standards of onsite public open space (OS) provision? <i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i> | | |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | G = High quality public transport service | Also near to guided bus. |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 3.36km ACF to Proposed Chesterton Station Station would be accessible via the guided bus. |
| What type of cycle routes are accessible near to the site? CITY | 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. | Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | Total Score = 22 |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 400m (6) | 266m ACF to nearest bus stop. |
| SCDC Sub-indicator: Frequency of Public Transport | 20 minute service (4) | 20 minute service (Citi 8) |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street). |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 2.34km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | A = Within or adjacent to an AQMA, M11 or A14 | Air Quality: The majority of the site is within SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for |

| | | |
|---|---|--|
| | | <p>annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a very significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. May be suitable if it can be demonstrated that issues can be appropriately mitigated.</p> |
| <p>Would the development of the site result in an adverse impact/worsening of air quality?</p> | <p>A = Adverse impact</p> | <p>See above</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>Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Cambridge Road lies immediately to the East. Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night.</p> <p>The impact of any new Community Stadium would need noise impact assessment</p> |

| | | |
|--|---|---|
| | | and careful design and integration with any nearby housing. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Stadium floodlighting would need careful design but can be conditioned. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| 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 | |

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 | |

Protecting the townscape and historic environment

| 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 | |
| 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 | |
| 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 | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of |

| | | |
|--|--|--|
| | | <p>development to south, with evidence for Iron Age and Roman settlement (HER ECB3788).</p> <p>County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p> |
|--|--|--|

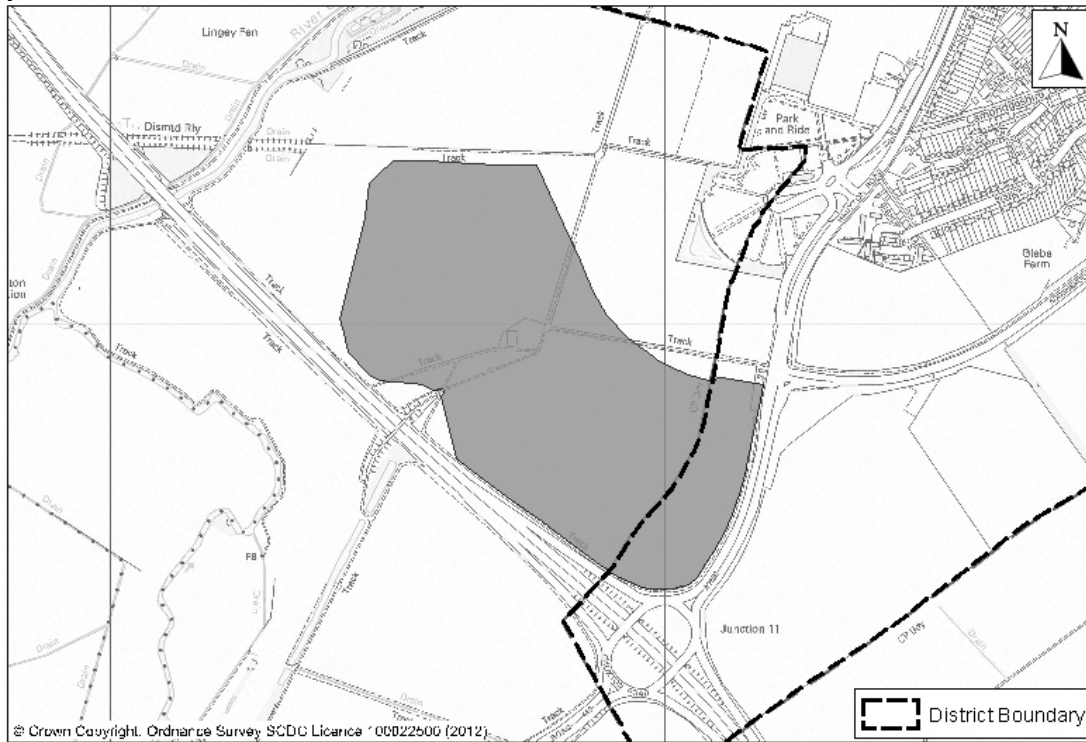
| Making Efficient Use of Land | | |
|---|--|--|
| Criteria | Performance | Comments |
| Would development lead to the loss of the best and most versatile agricultural land? | A = Minor loss of grade 1 and 2 land | |
| Would development make use of previously developed land (PDL)? | R = No | Some agricultural development, but the site is largely not previously developed. |
| Biodiversity and Green Infrastructure | | |
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |
| Does the site offer opportunity for green infrastructure delivery? | A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation | Impact on implementation of countryside enhancement scheme envisaged in policy for the areas outside the existing site. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Badgers and Barn Owls also noted in submitted ecology survey. |
| 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 | |
| Any other information not captured above? | | |
| Electricity pylon line crosses eastern part of site which would constrain development if not sunk underground. | | |

| Level 3 | | |
|--|-------------|----------|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal | G = No | |

| | | |
|--|---|---|
| issues/covenants that could constrain development of the site? | | |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | G = No impact | |
| Is the site available for this type of development? | R = No | Grosvenor / Wrenbridge indicate that they explored the potential of this site for a community stadium before they selected the site south of Trumpington Meadows, and the owners indicated it was not available for this use. |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | Could depend on development of wider NIAB sites, and availability of strategic road capacity. |

| Conclusions | | |
|---|---|--|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | Green Belt site. Development at this site would have negative impacts on the green belt purposes but mitigation possible. Transport impact would need to be fully assessed, and addressed. |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | Located in Air Quality Management Area. Need to demonstrate Air Quality objectives could still be achieved. Adjoins a new community, Opportunity to integrate facilities. Potential for additional open space more limited than some options. Over 3km from City Centre, but access to High Quality public Transport and good cycling routes. Access via guided bus to planned new railway station. |
| Level 3 Conclusion | R = Significant constraints or adverse impacts | Viability and availability unknown at this stage. Grosvenor / Wrenbridge indicate that they explored |

| | | |
|---------------------------|--|--|
| | | the potential of this site for a community stadium before they selected the site south of Trumpington Meadows, and the owners indicated it was not available for this use. |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | Due to the benefits identified of the site, and the potential to mitigate impacts on the Green Belt, it is considered a reasonable option for consultation. |

Site Information**Site reference number(s):** CS5**Site name/address:** Land west of Hauxton Road, Trumpington**Functional area (taken from Cambridge City SA Scoping Report):** *City only (South)***Map:****Site description:**

The site lies to the south of Trumpington and consists of a large area of open countryside immediately northeast of Junction 11 of the M11. The site adjoins the A1309 Hauxton Road to the east and the M11 to the south. The north western and northern boundaries are undefined on site but will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.

The site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The site has no distinguishing features save for the remains of "Shepherds Cottage" towards the middle of the site.

Current use(s):

Arable agriculture

Proposed use(s):

The site has been proposed through representations for a further urban extension of the consented Trumpington Meadows residential community, for approximately 420 dwellings with additional sports facilities between the new urban edge and the M11 and a new Community Stadium, together forming the Cambridge Sporting Village development (including relocation of Cambridge United FC).

South Cambridgeshire Local Plan Issues and Options Consultation 2012 Representation Numbers: 40560, 40559, 40558, 40556, 40554, 40542, 40540, 40538, 40528, 32623, 32624

Site size (ha): South Cambridgeshire: 27.7 ha Cambridge:4.7 ha

| |
|---|
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>GOOD (likely to be large enough to accommodate a community stadium and one other sub-regional facility)</p> <p>This is a large site, capable of accommodating a Community Stadium and other facilities. The Submitted proposal includes a community stadium, accompanied by an indoor training pitch, and a range of outdoor sports pitches. This is accompanied by 400 dwellings.</p> |
| <p>Site owner/promoter: <i>Owners known</i></p> |
| <p>Landowner has agreed to promote site for this development?: <i>Yes</i></p> |
| <p>Relevant planning history:</p> <p>2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.</p> <p>2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.</p> |

| Level 1 | | |
|--|---|--|
| Part A: Strategic Considerations | | |
| Sequential approach to main town centre uses | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | A = Edge of City | Adjoins the built up area of Cambridge. |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | |
| Is site at risk from surface water flooding? | GG= Low risk | Site subject to minor surface water flood risk but capable of mitigation. |
| Green Belt | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | Yes | |
| 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 open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City. |
| To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core | The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km | Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City. |

| | | |
|--|---|--|
| To prevent communities in the environs of Cambridge from merging into one another and with the City. | A = Some impact, but capable of mitigation | The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm |
| To maintain and enhance the quality of the setting of Cambridge | RR = Very high and high impacts | Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City |
| Key views of Cambridge / Important views | R = Significant negative impact from loss or degradation of views. | Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south. |
| Soft green edge to the City | R = Existing high quality edge, significant negative impacts incapable of mitigation | Development would extend the urban edge down the slope to meet the M11 corridor. |
| Distinctive urban edge | R = Existing high quality edge, significant negative impacts incapable of mitigation | The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape. |
| Green corridors penetrating into the City | A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation | No loss of green corridor. The development site would abut the River corridor. |
| The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only) | A = Negative impacts but capable of partial mitigation | Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship |

| | | |
|--|---|--|
| | | between the two. |
| A landscape which has a strongly rural character | A = No impacts or impacts capable of mitigation | The landscape is rural, although clearly an urban edge site. |
| Overall conclusion on Green Belt | RR = Very high and high impacts | The development site is open and highly visible from areas to the west, south and southeast. The Community Stadium will be particularly visible. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City. |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | RR = Development conflicts with landscape character with significant negative impacts incapable of mitigation | Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | RR = Development conflicts with townscape character with significant negative impacts incapable of mitigation | High impact on the setting of Cambridge. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted | The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation. |
| 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 | |
| Part B: Infrastructure 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. | The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling |

| | | |
|--|---|--|
| | | <p>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> <p>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>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>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.</p> |
| <p>Is there a suitable access to the site?</p> | <p>A = Yes, with mitigation</p> | <p>The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings.</p> <p>County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> |
| <p>Would allocation of the site have a significant impact on</p> | <p>A = Insufficient capacity. Negative effects capable of</p> | <p>A full transport assessment would be required to</p> |

| | | |
|--|--|--|
| the local highway capacity? | appropriate mitigation. | <p>accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity</p> <p>Interaction with park and ride site, level of proposed parking provision, and management of off-site parking will need to be considered in a Transport Assessment should site come forward. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>On the assumption that a prime use of the site would be for football then a review of operation on both a Saturday and a Tuesday would be required interaction with existing traffic / travel demands. Liaison with police on traffic and crowd management, and public safety issues will be required.</p> |
| Would allocation of the site have a significant impact on the strategic road network capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>Site is adjacent to M11 junction 11 so has good access to strategic network.</p> <p>A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p> <p>If pitches are located near to M11, need to address risk of balls gong onto the road.</p> |

| Level 2 | | |
|---|---------------------------|-------------------------|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| Would development lead to a | G = Development would not | The range of facilities |

| | | |
|--|---|--|
| loss of community facilities? | lead to the loss of any community facilities or appropriate mitigation possible | proposed by Grosvenor / Wrenbridge relate largely to additional sports provision rather than community facilities, but the scale of the site would offer opportunities for additional provision. New facilities are planned in the Trumpington Meadows local centre. New facilities on the edge of the development could impact on their viability. |
| Could it form part of an existing or new community? | G = Near to a planned new community, with opportunities for integration. | Adjoins existing Trumpington Meadows site. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status). <i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i> | G = No | |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 (OS) provision? <i>A key objective of national planning policy is for planning</i> | GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces | The representation proposes 6.5 hectares of outdoor pitches, as well as an 8.5 hectare extension to Trumpington Meadows Country Park. |

| | | |
|---|---|--|
| <i>to promote healthy communities. Good accessibility to open spaces and sports facilities is likely to encourage healthier lifestyles.</i> | | |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | No loss of employment land. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | A = service meets requirements of high quality public transport in most but not all instances | Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service. |
| How far is the site from an existing or proposed train station? | R = >800m | 3.12km ACF – Great Shelford 4.12km ACF to Cambridge Station Cambridge station accessible via Guided Bus. Proposed Chesterton Station interchange would also accessible via guided bus. |
| What type of cycle routes are accessible near to the site? | A = Medium quality off-road path. | Provided the link from Harston/Hauxton to Trumpington Meadows is provided. This would provide a good route to the busway but, as above, the route to Trumpington is poor. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | GG = Score 19-24 from 4 criteria below | Total Score = 22 |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 600m (4) | 532m ACF to Trumpington Park and Ride from the centre of the site. |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | 10 minute service from park and ride, 15 minute frequency service via Guided Busway. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | 20 minutes or less (6) | 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street). 17 minutes to rail station via the guided bus. |
| SCDC Sub-indicator: Distance for cycling to City Centre | Up to 5km (6) | 3.83km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | A = Within or adjacent to an AQMA, M11 or A14 | |

| | | |
|---|---|---|
| <p>Would the development of the site result in an adverse impact/worsening of air quality?</p> | <p>A = Adverse impact</p> | <p>Site adjoins the M11 and A1309 which already experience poor air quality.</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>Provisional assessment. There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.</p> |
| <p>Are there potential light</p> | <p>A = Adverse impacts capable</p> | <p>Residents of the site may</p> |

| | | |
|--|---|--|
| pollution problems if the site is developed, as a receptor or generator? | of adequate mitigation | experience impacts from road lighting and headlights. Stadium floodlighting would need careful design but can be conditioned. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| 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 | Land contamination found at former Monsanto site, site may require further investigation. |

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 | |

Protecting the townscape and historic environment

| 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 | |
| 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 | |
| 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 | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity. |

Making Efficient Use of Land

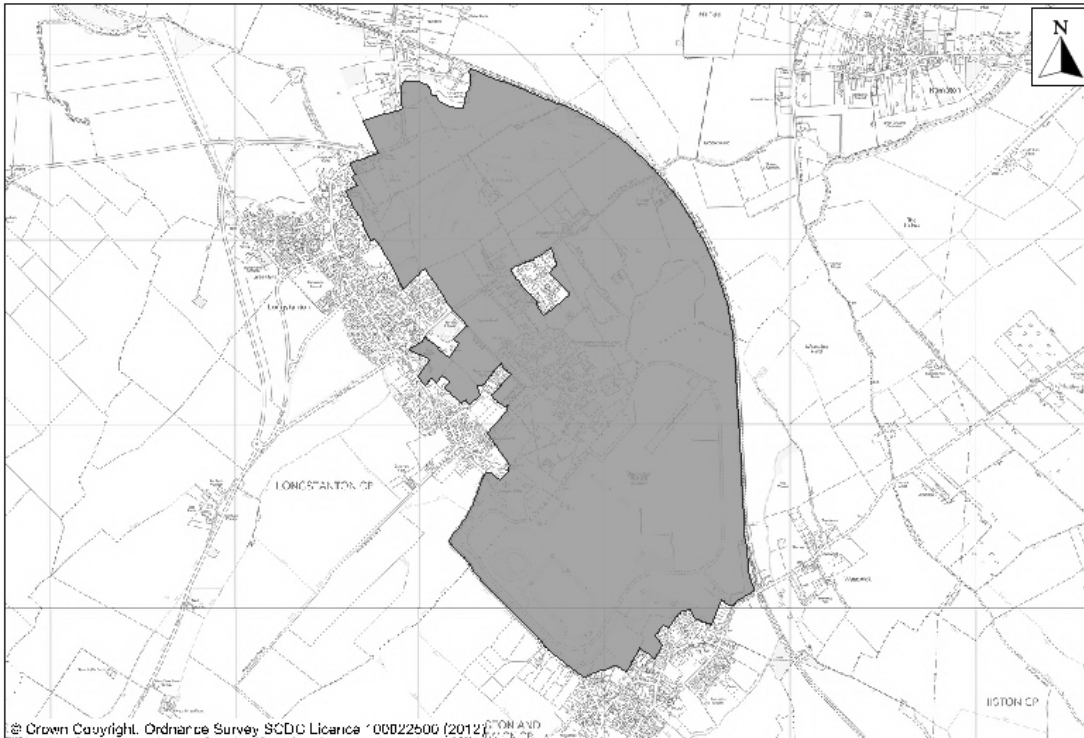
| Criteria | Performance | Comments |
|--|---|---|
| Would development lead to the loss of the best and most versatile agricultural land? | R = Significant loss (20 ha or more) of grades 1 and 2 land | All of site is grade 2 land. The stadium proposal itself would take less than 20hectares |

| | | of land, but the overall package including residential would be larger. |
|---|--|---|
| Would development make use of previously developed land (PDL)? | R = No | Insignificant PDL on site. |
| Biodiversity and Green Infrastructure | | |
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure | The developer proposal includes additional Green Infrastructure, adding to the planned Country Park. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures. |
| 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 | |
| Any other information not captured above? | | |

| Level 3 | | |
|--|---|--|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | G = No impact | The development would form a further phase of the Trumpington Meadows development. |
| Is the site available for this type of development? | G = Yes | |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | |

| | | |
|----------------------------------|---------------------------------------|------------------------|
| Conclusions | | |
| Level 1 Conclusion (after | R = Significant constraints or | Large site, capable of |

| | | |
|--|---|---|
| <p>allowing scope for mitigation)</p> | <p>adverse impacts</p> | <p>accommodating a range of facilities.</p> <p>Green Belt site. The development site is open and highly visible from areas to the west, south and southeast. The Community Stadium will be particularly visible. There would be adverse impact on the purposes of Green Belt in terms of setting of the City.</p> <p>Transport impact would need to be fully assessed, and addressed.</p> |
| <p>Level 2 Conclusion (after allowing scope for mitigation)</p> | <p>A = Some constraints or adverse impacts</p> | <p>Opportunity to integrate facilities with a new community, although facilities already planned in existing Trumpington Meadows site.</p> <p>Potential to deliver new pitches and open space on city edge, and achieve biodiversity enhancement.</p> <p>Beyond 400m of Park & Ride site and does not benefit from all aspects of a High Quality Public Transport service. Cambridge station accessible via Guided Bus. Proposed Chesterton Station interchange would also accessible via guided bus.</p> <p>4km to city centre, medium quality cycle route.</p> <p>Potential impact on community facilities in planned local centre.</p> |
| <p>Level 3 Conclusion</p> | <p>A = Some constraints or adverse impacts</p> | <p>Viability unknown at this stage.</p> |
| <p>Overall Conclusion</p> | <p>R = Site with significant constraints and adverse impacts</p> | <p>Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable than a number of sites. However, it would cause significant harm to the Green Belt.</p> |

Site Information**Site reference number(s):** CS7**Site name/address:** Northstowe**Functional area (taken from Cambridge City SA Scoping Report):** N/A**Map:****Site description:**

The new town of Northstowe will be located 8km to the northwest of Cambridge, adjacent to the Cambridgeshire Guided Busway. To the south Northstowe will extend towards the village of Oakington and Westwick and to the west it will abut the village of Longstanton. There will be an area of green separation between Northstowe and the neighbouring villages so they retain their distinct characters. In addition to residential developments Northstowe will have mixed use local centres, a vibrant town centre, employment land, sports hubs, primary schools and a secondary school.

Current use(s):

Pre development the land comprises a number of uses, the largest element being Oakington Airfield.

Proposed use(s):

See Site Description.

Site size (ha): South Cambridgeshire: 432 ha (with additional 60 ha. strategic reserve)
Cambridge: ha

Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses

VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)

Given that the scale of the site for the new town, theoretically it could accommodate a range of sub-regional facilities. However, the need to accommodate the dwellings and supporting facilities within a fixed land budget, it is actually a constrained site.

Given the space required, a smaller facility like an ice rink would have a lesser impact on the existing masterplan than a community stadium with supporting facilities that would have a much larger footprint.

If Northstowe were identified as a location for any of these facilities, but particularly a community stadium, revisions to the Northstowe Development Framework Plan could be needed. It could also impact on the ability to accommodate the full scale of other development envisaged for the town.

Site owner/promoter: *Owners known. Homes and communities Agency, Gallagher Estates*

Landowner has agreed to promote site for this development?: *Unknown*

Relevant planning history:

Site was identified for a new town in the Cambridgeshire Structure Plan 2003.

The Northstowe Area Action plan was adopted in 2007, as part of the South Cambridgeshire Local Development Framework.

A Development Framework Document was endorsed in July 2012 (subject to agreed revisions).

South Cambridgeshire District Council resolved to grant planning permission for phase 1 of the development in October 2012, comprising 1500 dwellings, a local centre, sports hub, and employment development on the northern part of the new town site.

Level 1

Part A: Strategic Considerations

Sequential approach to main town centre uses

| Criteria | Performance | Comments |
|---|--------------|----------|
| What position does the site fall within the settlement hierarchy? | R = New Town | |

Flood Risk

| Criteria | Performance | Comments |
|--|------------------------|---|
| Is site within a flood zone? | GG = Flood risk zone 1 | The significant majority of the overall site is in zone 1, and a detailed drainage strategy has been developed to manage surface water. |
| Is site at risk from surface water flooding? | GG= Low risk | A detailed drainage strategy has been developed to manage surface water, including a waterpark near the guided busway. |

Green Belt

| Criteria | Performance | Comments |
|--------------------------------|-------------|----------|
| Is the site in the Green Belt? | No | |

Impact on the Landscape

| Criteria | Performance | Comments |
|--|--|---|
| Would development maintain and enhance the diversity and | A = Development would be generally compatible or | A development the scale of Northstowe will have a |

| | | |
|--|--|--|
| distinctiveness of landscape character? | capable of being made compatible with local townscape character | significant impact on the landscape. However, the impact of the inclusion of sub-regional facilities would depend on the design and location of facilities within the town. Appropriately designed development within the Northstowe site could potentially have no greater impact on the landscape than the town itself. |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | Impact would depend on the design and location of facilities within the town. It is assumed that they could be designed in to the development. There could even be potential for enhancement, by adding to the distinctiveness of the urban area. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Any impacts considered through development of the new town proposals. Development of subregional facilities within existing site unlikely to create different impacts. |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | Nearest SAM is in Rampton. Any impacts considered through development of the new town proposals. Development of sub regional facilities within existing site unlikely to create different impacts. |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts. |
| Part B: Infrastructure Criteria | | |
| 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 | Identified as area of search for waste management facilities in the Cambridgeshire Minerals and Waste Site Specific Policies DPD. Parts of site identified as safeguarding area for sand and gravel. |

| | | |
|--|---|---|
| | | <p>Whilst the site is identified as an area of search, a site for a recycling centre was identified in phase 1 of the development.</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>Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.</p> <p>No erection of buildings, structures or works exceeding 90m/295ft in height.</p> |
| <p>Is there a suitable access to the site?</p> | <p>A = Yes, with mitigation</p> | <p>With appropriate design and location within site, development likely to be possible.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments 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>Insufficient highway capacity to accommodate the new town without upgraded transport links. These are being addressed through the development of the new town.</p> <p>Northstowe is very close to Longstanton park and ride site for the Guided Bus way which improves the catchments by sustainable modes of transport.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> |

| | | |
|---|---|---|
| | | <p>Local walk-in population would increase with further development in the area.</p> <p>Consideration would also need to be given to impact of wider development proposals.</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>Site is close to the A14 junction 29 so has good access to strategic network. Also off B1050 providing links to County network. There is good access to the Guided busway.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental impact on highway capacity. Given current capacity constraints it is likely to be more possible to demonstrate when the A14 has been improved, improvements are currently anticipated to start in 2018.</p> |

| Level 2 | | |
|---|---|---|
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |
| <p>Would development lead to a loss of community facilities?</p> | <p>GG = Potential for additional community facilities</p> | <p>Adding sub regional facilities could add to the community facilities available to the town. Scale of impact would depend on the nature of any proposals, and the capacity within the town.</p> <p>Potential may be limited by the ability of the site to accommodate additional uses beyond those already planned.</p> |
| <p>Could it form part of an existing or new community?</p> | <p>G = Near to a planned new community, with opportunities for integration.</p> | <p>As a new town there could be opportunities to integrate proposals to provide a community hub.</p> <p>Potential may be limited by the ability of the site to accommodate additional uses beyond those already planned.</p> |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP)</p> | <p>G = No</p> | <p>There is no protected open space on the site.</p> |

| | | |
|--|---|---|
| <p>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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p> | | |
| <p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?</p> | N/A | |
| <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 (OS) provision?</p> | A = No, the site by virtue of its size is not able to provide additional open space | As detailed earlier, whilst the site for Northstowe is large, it needs to accommodate a significant range of uses as well as the residential development. There is not currently significant spare land capacity to accommodate formal open space beyond that needed to serve the new town. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | Employment provision is being planned as part of the new town. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? | G = High quality public transport service | Northstowe will benefit from the high quality service provided by the Guided Bus. The relationship of this service to the potential sub-regional facility would depend on its location within the wider town site. |
| How far is the site from an existing or proposed train station? | R = >800m | 8.66km ACF to Proposed Chesterton Station Would benefit from links of the station to the guided busway. |
| What type of cycle routes are accessible near to the site? | G = Quiet residential street speed below 30mph, cycle | Potential to benefit from the Guided Busway Cycleway, |

| | | |
|--|---|--|
| | lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. | accessibility would depend on the location of the facility and links within the town. |
| 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 | Potentially Within 400m (6) | Accessibility would depend on the location of the facility and links within the town. |
| SCDC Sub-indicator: Frequency of Public Transport | 10 minute service or better (6) | Accessibility would depend on the location of the facility and links within the town. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | Between 21 and 30 minutes (4) | Longstanton Park and Ride 23 mins from New Square Cambridge |
| SCDC Sub-indicator: Distance for cycling to City Centre | 5-10km (4) | 8.14km ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | GG = >1000m of an AQMA, M11, or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | The New Town is sited in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | It is likely that impacts of sub regional facilities could be addressed through the design process. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Potential to mitigate issues with site design and location. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | Not anticipated the sub-regional facilities would generate particular odour issues. |
| 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 | Contamination issues identified through the planning process for the new town capable of appropriate remediation. |
| 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 | G = Not within SPZ1 or allocation is for greenspace | |

| | | |
|--|--|--|
| water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. | | |
|--|--|--|

| Protecting the townscape and historic environment | | |
|--|--|---|
| 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 | |
| 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 | There are Conservation Areas in Longstanton and Oakington. Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts. |
| Would development impact upon buildings of local interest (Cambridge only) | N/A | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Archaeology being addressed as part of development of the new town. |

| Making Efficient Use of Land | | |
|--|---|--|
| 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 | There are significant areas of grade 2 agricultural land within the Northstowe site. Impact specifically related to sub-regional facilities would depend on location and scale of facilities. Much of the Northstowe site is not agricultural land. |
| Would development make use of previously developed land (PDL)? | G = Yes | Potentially. Much of the Northstowe site is previously developed. |

| Biodiversity and Green Infrastructure | | |
|--|--|--|
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | The reserve site is adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Appraisal of this site identified no impact on protected sites and species (or impacts could be mitigated). |
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure | Development of the wider new town site will deliver new green infrastructure, such as |

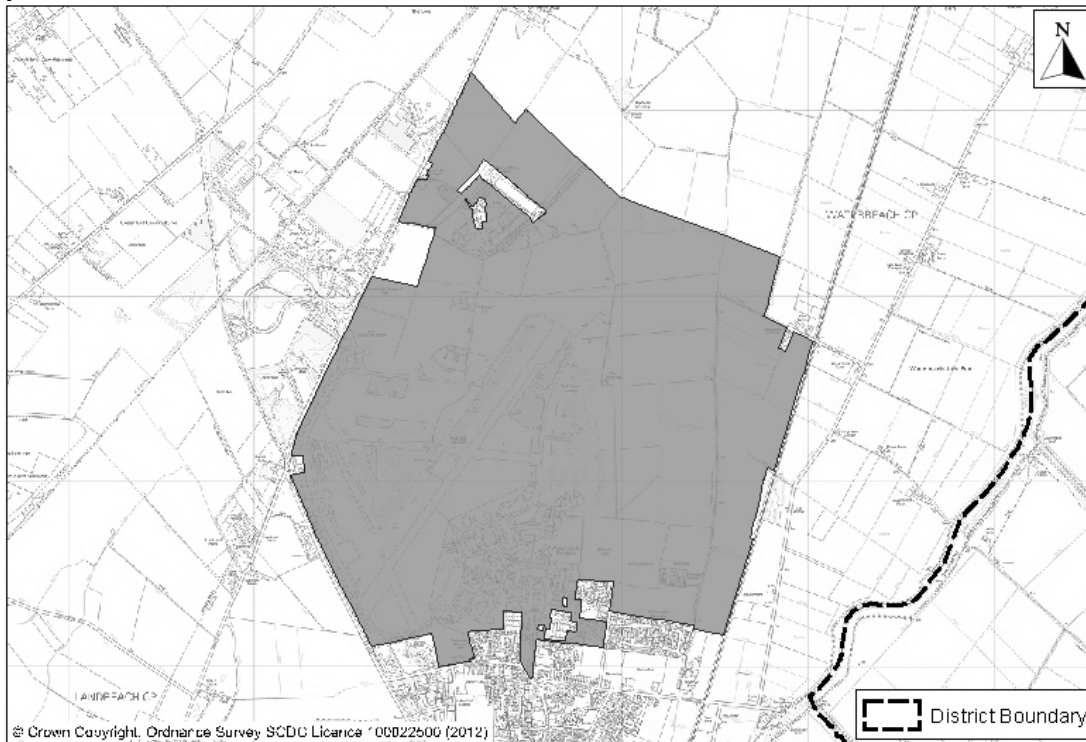
| | | |
|---|--|---|
| | | the water park. Given the pressure on land budgets within the site, it is unlikely the addition of a sub-regional facility could deliver significant additional green infrastructure. |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Development of the masterplan for the wider site has considered impact on biodiversity, and includes new areas of enhancement, such as the water park. It is not known whether the inclusion of sub regional facilities could deliver additional enhancements. |
| 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 | There are protected trees within the Northstowe site, but these can be considered through masterplanning. |
| Any other information not captured above? | | |
| | | |

| Level 3 | | |
|--|---|---|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | R = Yes major impact | Impact would depend on the scale of the facility. A large facility such as a community stadium would require land from an already under pressure land budget, which could impact on delivery of other elements from the masterplan. |
| Is the site available for this type of development? | A = Unknown | |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | As development of Northstowe is progressing, there is potential for a sub-regional facility to be developed within the plan period. Timing of development would be influenced by the phasing of the wider town, and availability of supporting infrastructure. The Council has resolved to |

| | | |
|--|--|--|
| | | grant planning permission to phase 1, so would likely be in later phase if included. |
|--|--|--|

| Conclusions | | |
|---|---|--|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Not in Green Belt</p> <p>Opportunity to integrate community stadium into a new town.</p> <p>Northstowe is already being planned as a new town. Appropriately designed development within the Northstowe site could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport impacts would need to be addressed, including parking.</p> <p>Constraints of the A14 could mean there would only be highway capacity later in the plan period.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Opportunities for good public transport access provided by the guided bus (and links to new station). However the site is 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p> <p>Potential to incorporate a stadium and additional community uses such as sports pitches may be limited by the ability of the site to accommodate additional uses beyond those already planned for the town.</p> <p>Development Framework already agreed, and South Cambs District Council has resolved to grant planning permission for phase 1. Tight land budget to accommodate all the uses needed in the</p> |

| | | |
|---------------------------|--|---|
| | | town. Inclusion of facilities could impact on ability to deliver other uses |
| Level 3 Conclusion | A = Some constraints or adverse impacts | <p>Strategic highway constraints could mean a community stadium would have to be delivered later in the plan period.</p> <p>Viability and availability unknown at this stage.</p> |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | <p>As a large new community Northstowe could offer an opportunity for provision new sub-regional facilities in association with a new community. However, the sequential approach to main town centre uses must be considered. The Cambridgeshire Horizons Reports indicate Cambridge United has stated a need for a Cambridge location.</p> <p>Given the stage planning for the site has reached, it would be difficult to add a community facility without compromising the ability to deliver the other land uses. Maintaining viability could limit potential contribution as enabling development.</p> |

Site Information**Site reference number(s):** CS8**Site name/address:** Waterbeach New Town Option**Functional area (taken from Cambridge City SA Scoping Report):** N/A**Map:****Site description:**

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

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).

Current use(s):

Site comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features.

Proposed use(s):

See Site Description.

Site size (ha): South Cambridgeshire: 558 or 280 ha

| |
|---|
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</p> <p>Given that the scale of a new town, it could accommodate a range of sub-regional facilities. However, the site would also need to accommodate all the other uses that would be needed in a new town. Inclusion of significant sub-regional facilities could reduce its capacity.</p> |
| <p>Site owner/promoter: Owners known. RLW Estates and the Defence Infrastructure Organisation</p> |
| <p>Landowner has agreed to promote site for this development?: <i>Unknown</i></p> |
| <p>Relevant planning history:</p> <p>Site explored previously as a potential new town.</p> <p>For detail see Strategic Housing Land Availability Assessment. (site 231)</p> |

| Level 1 | | |
|--|--|--|
| Part A: Strategic Considerations | | |
| Sequential approach to main town centre uses | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | A = New Town | |
| Flood Risk | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| Is site at risk from surface water flooding? | GG= Low risk | |
| Green Belt | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | No | |
| Impact on the Landscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | A = Development would be generally compatible or capable of being made compatible with local landscape character | <p>The sustainability appraisal of the new town option identifies potential for significant negative impact, as the scale and character of the development would be visible over a large area.</p> <p>Impact of the inclusion of sub-regional facilities would depend on the design and location of facilities within the town. Appropriately designed development within the Waterbeach site could potentially have no greater impact on the landscape than</p> |

| | | |
|--|--|---|
| | | the town itself. |
| Impact on the Townscape | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | Impact would depend on the design and location of facilities within the town. It is assumed that they could be designed in to the development. There could even be potential for enhancement, by adding to the distinctiveness of the urban area. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Appraisal of the new town site options identified no impact on protected sites and species (or impacts could be mitigated). |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted | Various sites in the general area, any impacts considered through development of the new town proposals. Development of sub regional facilities within existing site unlikely to create different impacts. |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts. |
| Part B: Infrastructure Criteria | | |
| 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 | Part of site safeguarded for sand and gravel by the Cambridgeshire Minerals and Waste Site Specific Policies DPD. Partly within safeguarding area for Waste Water Treatment Works. |
| Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone? | A = Site or part of site within the SZ | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, |

| | | |
|---|--|---|
| | | structures or works exceeding 45m in height. |
| Is there a suitable access to the site? | A = Yes, with mitigation | <p>Site access needs could be addressed as part of the design of a new town.</p> <p>Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments will be required.</p> |
| Would allocation of the site have a significant impact on the local highway capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | <p>Appraisal of the new town options identified that there was insignificant capacity on existing roads, and that improvements would be required.</p> <p>Site close to Waterbeach Station which improves the potential catchment by sustainable modes of transport.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> <p>If site brought forward as part of wider development proposals for the Waterbeach site then transport aspects and requirements would need to be considered as part of an integrated package of measures for site as a whole.</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>Addressed in the SHLAA Assessment, The Highways Agency have indicated the need for a substantial package of measures, both highway and sustainable transport, to make this site work. Further transport assessments would be required to establish the requirements.</p> |
|---|---|---|

Level 2

Accessibility to existing centres and services

| Criteria | Performance | Comments |
|--|---|---|
| <p>Would development lead to a loss of community facilities?</p> | <p>GG = Potential for additional community facilities</p> | <p>Sustainability Appraisal of the new town options identified that new local facilities or improved existing facilities are proposed of significant benefit.</p> <p>Adding sub regional facilities could add to the community facilities available to the town. Scale of impact would depend on the nature of any proposals.</p> |
| <p>Could it form part of an existing or new community?</p> | <p>G = Near to a planned new community, with opportunities for integration.</p> | <p>Waterbeach is an option for a new town, therefore sub regional facilities such as a community stadium could be integrated into proposals, and could be developed to provide a community hub.</p> |

Accessibility to outdoor facilities and green spaces

| Criteria | Performance | Comments |
|---|---------------|--|
| <p>Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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><i>Including commons, recreation grounds, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, and allotments and other similar areas.</i></p> | <p>G = No</p> | <p>There is no protected open space on the site.</p> |
| <p>If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local</p> | <p>N/A</p> | |

| | | |
|--|---|--|
| Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with 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 (OS) provision? | GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces | <p>Whilst the site for Waterbeach new town would be large, it would need to accommodate a significant range of uses.</p> <p>At this early this stage there is still potential for additional open space beyond that required to achieve minimum standards, to be delivered through a sub regional facility proposal.</p> |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | Employment provision would be planned as part of the new town. A facility could be provided alongside or part of this provision. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |
| What type of public transport service is accessible at the edge of the site? CITY | G = High quality public transport service | <p>A new town would need to be served by significantly enhanced public transport.</p> <p>There is a degree of uncertainty at this stage, it would depend on the location of the facility relative to the service, and the nature of the services delivered.</p> |
| How far is the site from an existing or proposed train station? CITY | R = >800m | The nearest station is in Waterbeach village. A sub regional facility would be at least 800m from this. |
| What type of cycle routes are accessible near to the site? CITY | R = No cycling provision or a cycle lane less than 1.5m with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path. | Uncertain at this stage, but there would need to be investment in cycle provision. Currently RED due to limited width paths along the A10. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | G = Score 15-19 from 4 criteria below | |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Potentially Within 800m (3) | Accessibility would depend on the location of the facility and links within the town. |

| | | |
|--|---|--|
| | | For the purposes of this assessment it is assumed to be at least within 800m, but it could be addressed through masterplanning. |
| SCDC Sub-indicator: Frequency of Public Transport | 20 minute service or better (4) | New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | Between 21 and 30 minutes (4) | 9 service - 25 minutes to Cambridge. |
| SCDC Sub-indicator: Distance for cycling to City Centre | 5-10km (4) | 9.14km as the crow flies |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | GG = >1000m of an AQMA, M11, or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | The New Town option is sited in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Waterbeach New Town sites in an area where noise issues capable of mitigation. It is likely that impacts of sub regional facilities could be addressed through the design process. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | Potential to mitigate issues with site design and location. |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | Not anticipated the sub-regional facilities would generate particular odour issues. |
| 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 | The Waterbeach New Town sites have potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination-previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill. |
| Protecting Groundwater | | |
| Criteria | Performance | Comments |
| Would development be within a source protection zone? | G = Not within SPZ1 or allocation is for greenspace | |

| | | |
|---|--|--|
| 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. | | |
|---|--|--|

| Protecting the townscape and historic environment | | |
|--|---|--|
| 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 | |
| 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 | There is a Conservation Area in Waterbeach village. Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts. |
| Would development impact upon buildings of local interest (Cambridge only) | N/A | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. Any impacts considered as part of the wider town master plan. With appropriate design and location within site, development likely to be possible with no additional impacts. |

| Making Efficient Use of Land | | |
|--|---|---|
| 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 | Impact would depend on location and scale of facilities. Much of the Waterbeach New Town Option site is previously developed, but there are still significant areas of agricultural land. |
| Would development make use of previously developed land (PDL)? | G = Yes | Potentially. The Waterbeach Barracks site would provide a significant area of previously developed land. |

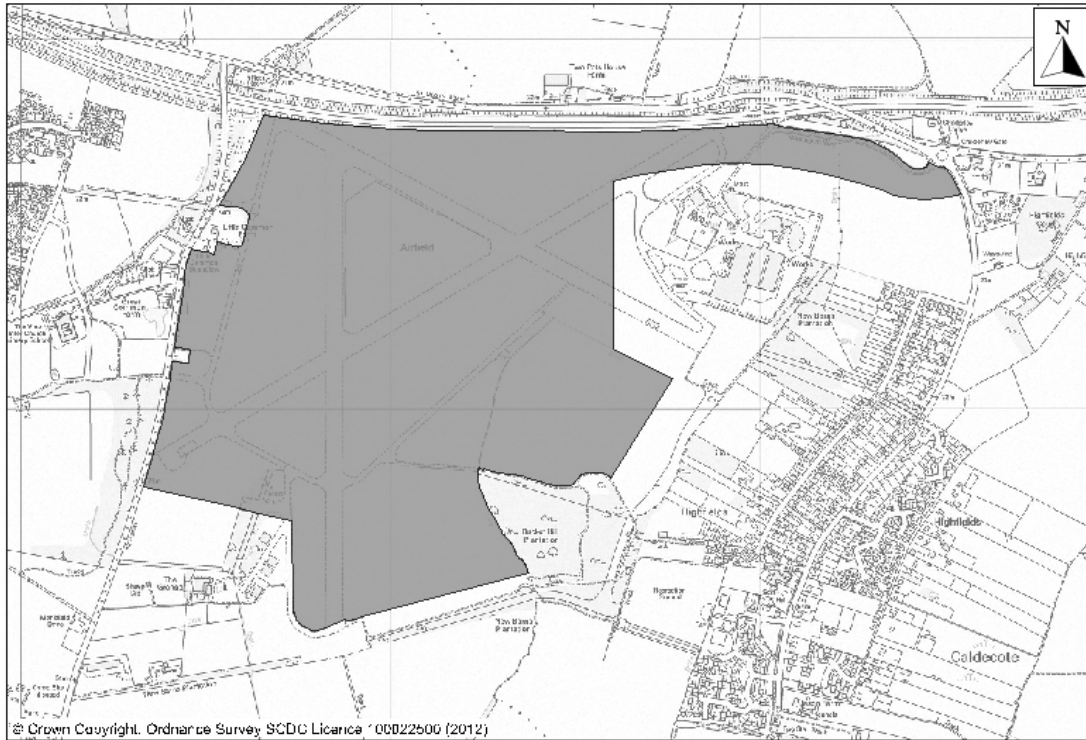
| Biodiversity and Green Infrastructure | | |
|--|--|----------|
| Criteria | Performance | Comments |
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |

| | | |
|---|--|--|
| Does the site offer opportunity for green infrastructure delivery? | G = Development could deliver significant new green infrastructure. | Opportunities for the delivery of Green Infrastructure were identified through the appraisal of the new town option. It is not known at this stage how the inclusion of sub-regional facilities would impact on delivery of green infrastructure. |
| 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 | The SHLAA assessment of the new town option indicates Opportunity for habitat linkage/ enhancement/ restoration balanced by threats to existing features. |
| 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 | At this stage there is no evidence inclusion of a community facility would have a negative impact on protected trees. |
| Any other information not captured above? | | |
| | | |

| Level 3 | | |
|--|---|--|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | SHLAA indicates that The Ministry of Defence (MoD) part of the site is subject to application of the Crichel Down Rules. In brief these can require certain lands to be offered back to the original owner or their successors at current market value. RLW estates do not consider this represents a constraint on development. |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | A = Some impact | Impact would depend on the scale of the facility. A large facility such as a community stadium would require land, which would reduce the land area available for other uses. |
| Is the site available for this type of development? | A = Unknown | |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | G = Start of construction between 2017 and 2031 | Timing of development would be influenced by the phasing of the wider town, and availability of supporting infrastructure. |

| Conclusions | | |
|---|--|---|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | <p>Not in Green Belt.</p> <p>Appropriately designed development within a new town could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport infrastructure for wider town would need to be addressed, as well as site specific impacts of a community stadium.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Opportunities to deliver site as part of town master plan, to integrate stadium to act as community hub. Earlier planning stage could mean greater flexibility than Northstowe.</p> <p>9km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p> <p>Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement. Cycle access currently limited. Near to Waterbeach Station. However the site is 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge.</p> |
| Level 3 Conclusion | A = Some constraints or adverse impacts | <p>Infrastructure constraints could mean a community stadium would have to be delivered later in the plan period.</p> <p>Viability and availability unknown at this stage.</p> |
| Overall Conclusion | R = Site with significant constraints and adverse | Waterbeach new town remains only an option at this |

| | | |
|--|----------------|---|
| | impacts | stage. If Waterbeach new town were allocated, at this early stage there could be greater flexibility to accommodate land uses. However, it could take some time to come forward. It would conflict with Cambridge United's desire for a Cambridge location. |
|--|----------------|---|

Site Information**Site reference number(s):** CS9**Site name/address:** Bourn Airfield New Village Option**Functional area (taken from Cambridge City SA Scoping Report):** N/A**Map:****Site description:**

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

Current use(s):

The only developed parts on the site comprise aircraft hangers, industrial buildings and outside storage areas.

Civil Aviation Authority Licensed Airfield for pilot training and private aircraft
/Storage/Market/Agricultural.

Proposed use(s):

Site Option identified in the South Cambridgeshire Local Plan Issues and Options Report 2012. New Village to the east of Cambourne with 3,500 dwellings, employment, retail, commercial uses, outdoor, commercial uses, outdoor recreation and park & ride

Site size (ha): South Cambridgeshire: 141 ha

| |
|---|
| <p>Ability to accommodate Sub regional Facilities including potential to accommodate associated community uses</p> <p>VERY GOOD (likely to be large enough to accommodate a community stadium and a range of other sub-regional facilities)</p> <p>Given that the scale of the site, it could accommodate a range of sub-regional facilities. However, the site would also need to accommodate all the other uses that would be needed in a new settlement. Inclusion of significant sub-regional facilities could reduce its capacity.</p> |
| <p>Site owner/promoter: <i>Owners known</i></p> |
| <p>Landowner has agreed to promote site for this development?: <i>Unknown</i></p> |
| <p>Relevant planning history:</p> <p>See South Cambridgeshire Strategic Housing Market Assessment for full site history (site number 238).</p> |

| | | |
|--|--|---|
| <p>Level 1</p> <p>Part A: Strategic Considerations</p> | | |
| <p>Sequential approach to main town centre uses</p> | | |
| Criteria | Performance | Comments |
| What position does the site fall within the settlement hierarchy? | RR = Village | Bourn Airfield is an option for a new village |
| <p>Flood Risk</p> | | |
| Criteria | Performance | Comments |
| Is site within a flood zone? | GG = Flood risk zone 1 | Site in Flood zone 1. |
| Is site at risk from surface water flooding? | GG= Low risk | |
| <p>Green Belt</p> | | |
| Criteria | Performance | Comments |
| Is the site in the Green Belt? | No | |
| <p>Impact on the Landscape</p> | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of landscape character? | A = Development would be generally compatible or capable of being made compatible with local landscape character | Appraisal of site for a new village identified a neutral impact. Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of development without additional impact. |
| <p>Impact on the Townscape</p> | | |
| Criteria | Performance | Comments |
| Would development maintain and enhance the diversity and distinctiveness of townscape character? | A = Development would be generally compatible or capable of being made compatible with local townscape character | Appraisal of site for a new village identified a neutral impact. Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of |

| | | |
|--|--|---|
| | | development without additional impact. |
| Impact on national Nature Conservation Designations | | |
| Criteria | Performance | Comments |
| Would development impact upon a Site of Special Scientific Interest (SSSI), and European Designated sites? | G = Site is not near to an SSSI with no or negligible impacts | Sustainability appraisal of the site identified No impact on protected sites and species (or impacts could be mitigated). |
| Impact on National Heritage Assets | | |
| Criteria | Performance | Comments |
| Would development impact upon a Scheduled Ancient Monument (SAM)? | G = Site is not on or adjacent to a SAM | |
| Would development impact upon Listed Buildings? | A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation | Setting of listed buildings to west and south west of site would be adversely affected by development. Impact of a sub regional facility within the site would depend on location and design, but likely to be capable of development without additional impact. |
| Part B: Infrastructure 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. | |
| Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone? | A = Site or part of site within the SZ | Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. <i>No erection of buildings, structures or works exceeding 45.7m/150ft</i> |
| Is there a suitable access to the site? | A = Yes, with mitigation | Site access needs could be addressed as part of the design of a new town. Further more detailed work on issues such as levels of traffic flow, and junction capacity/operational assessments will be required. |
| Would allocation of the site have a significant impact on the local highway capacity? | A = Insufficient capacity. Negative effects capable of appropriate mitigation. | Appraisal of the site option identified that there was insignificant capacity on existing roads, and that improvements would be required. Local walk-in population would increase should further development be allocated in the area. Consideration would |

| | | |
|---|---|---|
| | | <p>also need to be given to impact of any wider development proposals.</p> <p>Review of walking and cycle provision, level of proposed parking provision and management of off-site parking would be required in any Transport Assessment. Potential consideration of remote parking and onward travel by bus / coach could be considered. Potential consideration of remote parking and onward travel by bus / coach could be considered.</p> <p>Liaison with police on traffic and crowd management, and public safety issues will be required.</p> <p>Consideration of local traffic impacts on nearby communities would need to be considered if site comes forward.</p> <p>Current public transport provision provides potential links to Cambridge and St Neots / Bedford but there is scope for improvement.</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>Site is close to A428 so has good access to strategic network. The A1198 provides links to the County network.</p> <p>The Highways Agency indicates that a proposal would need to demonstrate that it would not have a detrimental on highway capacity. At the present time detailed information has not been submitted demonstrating that this could be achieved, but it is likely to be possible.</p> <p>Any of the proposals would need to supported by a robust and enforceable travel plan</p> |

| | | |
|---|-------------|----------|
| Level 2 | | |
| Accessibility to existing centres and services | | |
| Criteria | Performance | Comments |

| | | |
|--|---|---|
| Would development lead to a loss of community facilities? | GG = Potential for additional community facilities | Given the scale of the site there is potential to include additional community facilities as part of a proposal. |
| Could it form part of an existing or new community? | G = Near to a planned new community, with opportunities for integration. | Bourn Airfield is an option for a new village, therefore sub regional facilities could be integrated into proposals, and could be developed to provide a community hub. |
| Accessibility to outdoor facilities and green spaces | | |
| Criteria | Performance | Comments |
| Would development result in the loss of land protected by Cambridge Local Plan (CLP) 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 | There is no protected open space on the site. |
| If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)? | 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 (OS) provision? | GG = Development could create the opportunity to deliver significantly enhanced provision of new public open spaces | The site is of sufficient scale to incorporate additional open space facilities beyond the minimum scale needed to serve the development. |
| Supporting Economic Growth | | |
| Criteria | Performance | Comments |
| 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 | Sustainability appraisal of the site identifies that development would support minor additional employment opportunities. It is proposed that the new settlement be a mixed use community therefore this would mitigate the loss of employment as a result of developing the airfield site. |
| Sustainable Transport | | |
| Criteria | Performance | Comments |

| | | |
|--|---|---|
| What type of public transport service is accessible at the edge of the site? CITY | R = Service does not meet the requirements of a high quality public transport (HQPT) | Service generally a 20 minute frequency. There may be potential for service improvements along the transport corridor. |
| How far is the site from an existing or proposed train station? CITY | R = >800m | 12.21km ACF to Cambridge Station |
| What type of cycle routes are accessible near to the site? CITY | RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume. | Off road links to the Hardwick turn where there are off road paths would be needed to achieve a higher score. |
| SCDC Would development reduce the need to travel and promote sustainable transport choices: | A = Score 10-14 from 4 criteria below | Total Score 13. |
| SCDC Sub-indicator: Distance to a bus stop / rail station | Within 800m (3) | New settlement would require new bus stops which would mostly fall within 800m of the site. 820m ACF from the centre of the site to nearest bus stop (Citi 4). |
| SCDC Sub-indicator: Frequency of Public Transport | 20 minute service (4) | 20 minute service. |
| SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre | Between 31 and 40 minutes (3) | ~33 minutes from bus stop to Cambridge. |
| SCDC Sub-indicator: Distance for cycling to City Centre | 10-15km (3) | 10.21 ACF |
| Air Quality, pollution, contamination and noise | | |
| Criteria | Performance | Comments |
| Is the site within or near to an AQMA, the M11 or the A14? | GG = >1000m of an AQMA, M11, or A14 | |
| Would the development of the site result in an adverse impact/worsening of air quality? | A = Adverse impact | Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area. |
| Are there potential noise and vibration problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing. |
| Are there potential light pollution problems if the site is developed, as a receptor or generator? | A = Adverse impacts capable of adequate mitigation | |
| Are there potential odour problems if the site is developed, as a receptor or generator? | G = No adverse effects or capable of full mitigation | |
| Is there possible contamination on the site? | A = Site partially within or adjacent to an area with a history of contamination, or | Sustainability appraisal identifies this site is previously military land/airfield and may |

| | | |
|--|--|---|
| | capable of remediation appropriate to proposed development | have contaminated land. It will require investigation. Potential for minor benefits through remediation of minor contamination. |
|--|--|---|

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 | |

Protecting the townscape and historic environment

| 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 | |
| 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 | |
| Would development impact upon buildings of local interest (Cambridge only) | N/A | |
| Would development impact upon archaeology? | A = Known archaeology on site or in vicinity | Sustainability appraisal identifies that archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. |

Making Efficient Use of Land

| 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 | Majority of large site is grade 2. Impact specifically related to sub-regional facilities would depend on location and scale of facilities. |
| Would development make use of previously developed land (PDL)? | G = Yes | Potentially. The site includes the runways and some aircraft hangers, industrial buildings and outside storage areas. The rest of the site is in agricultural use and therefore not pdl. Approx third of site PDL. |

Biodiversity and Green Infrastructure

| Criteria | Performance | Comments |
|----------|-------------|----------|
|----------|-------------|----------|

| | | |
|---|--|--|
| Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site) | G = Does not contain, is not adjacent to or local area will be developed as greenspace | |
| Does the site offer opportunity for green infrastructure delivery? | A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation | Sustainability appraisal identified a neutral impact (existing features retained, or appropriate mitigation possible). |
| Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) | G = Development could have a positive impact by enhancing existing features and adding new features or network links | Sustainability appraisal identified neutral impact, assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. |
| 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 | TPOs present in hedge lines throughout the site. |
| Any other information not captured above? | | |
| | | |

| Level 3 | | |
|--|--|--|
| Availability and Deliverability | | |
| Criteria | Performance | Comments |
| Are there any known legal issues/covenants that could constrain development of the site? | G = No | None known |
| Is the site part of a larger site and could it prejudice development of any strategic sites? | A = Some impact | Impact would depend on the scale of the facility. A large facility such as a community stadium would require land, which would reduce the land area available for other uses. |
| Is the site available for this type of development? | A = Unknown | |
| Is the site viable for this type of development? | A = Unknown | |
| Timeframe for bringing the site forward for development? | GG = Start of construction between 2011 and 2016 | The SHLAA indicates that the first dwellings could be completed on site 2011-16 |

| Conclusions | | |
|---|---|---|
| Level 1 Conclusion (after allowing scope for mitigation) | R = Significant constraints or adverse impacts | Not in Green Belt. Appropriately designed development within a new |

| | | |
|---|--|--|
| | | <p>settlement could potentially have no greater impact than the town itself, although issues would need to be addressed through the master planning process.</p> <p>Transport infrastructure for wider development would need to be addressed, as well as site specific impacts of a community stadium.</p> <p>Village location, conflict with sequential approach to development of main town centre uses.</p> <p>Conflict with desire of Cambridge United for a Cambridge location.</p> |
| Level 2 Conclusion (after allowing scope for mitigation) | A = Some constraints or adverse impacts | <p>Opportunities to deliver site as part of town master plan, to integrate stadium to act as community hub. Earlier planning stage could mean greater flexibility than Northstowe.</p> <p>Poorest public transport, walking, and cycling access of all sites considered. Does not benefit from High Quality public transport and journey time beyond 30 minutes. May be potential for service improvements along transport corridor. 10Km from city centre, and 12km from railway station.</p> |
| Level 3 Conclusion | A = Some constraints or adverse impacts | Viability and availability unknown at this stage. |
| Overall Conclusion | R = Site with significant constraints and adverse impacts | <p>A further option for a new settlement, but this proposal is only for a village. This would conflict with the sequential approach to main town centre uses required by the NPPF, and the desires of Cambridge United for a Cambridge location.</p> <p>Given the smaller scale compared to new town proposals, the public transport is not likely to be</p> |

| | | |
|--|--|---|
| | | <p>improved to the same level, meaning this option could be the least well served option of all those tested. If the site was allocated in the South Cambridgeshire Local Plan, it would provide an opportunity to integrate facilities into the masterplanning of a development.</p> |
|--|--|---|