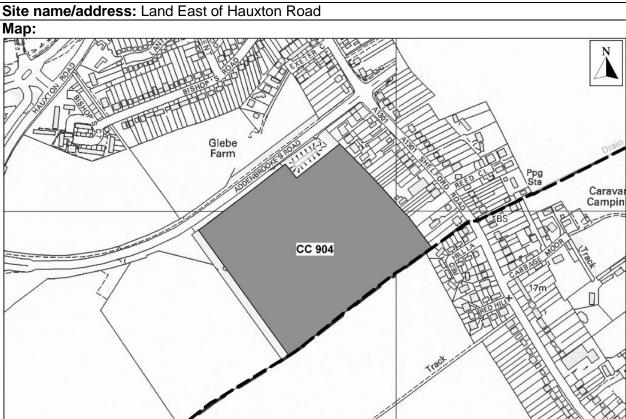
Site Information e.g. Edge of Cambridge (Broad Location 5) **Development Sequence**

Site reference number(s): CC904

Consultation Reference numbers: CC904



Site description: The site comprises large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees. The rear gardens of houses fronting Shelford Road are lined by a mature hedge with scattered trees.

District Boundary

Current use(s): Agricultural.

Proposed use(s): Residential.

Site size (ha): Cambridge: 9.22

Potential residential capacity: 310

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LAND		
PDL	Would	RED = Not on PDL
	development make	

	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land.
Land	development lead	Agricultural land of high grade (i.e.
	to the loss of the	Agricultural Land Classification Grade 2.
	best and most	Agricultural Earla Glacomoation Grado 2.
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	Amber: Despite this proposal not being
7 iii Quality	development of the	adjacent to an Air Quality Management
	sites result in an	Area, there is a potential for an increase in
		· · · · · · · · · · · · · · · · · · ·
	adverse	traffic and static emissions that could affect
	impact/worsening	local air quality. More information is required
	of air quality?	for this location, particularly details for air
		quality assessment and a low emission
		strategy.
AQMA	Is the site within or	AMBER = <1000m of an AQMA, M11 or
	near to an AQMA,	A14. The submitted site is relatively close to
	the M11 or the	the M11 and the A1309.
	A14?	and and and recool
Pollution	Are there potential	AMBER = Adverse impacts capable of
1 Ollution	odour, light, noise	adequate mitigation. The site frontage to the
	and vibration	Addenbrooke's Road will be the noisiest
	problems if the site	part of the site. Noise assessment and
	is developed, as a	potential noise mitigation needed.
	receptor or	
	generator	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
	,	
Contamination	Is there possible	GREEN = Site not within or adjacent to an
3 2 1 1 2 1 1 2 1 2 1 2 1	contamination on	area with a history of contamination
	the site?	area with a motory of contamination
Water	Will it protect and	CDEEN - No impact / Canable of full
vvalei	i vviii ii brotect and	GREEN = No impact / Capable of full
Î.	•	
	where possible	mitigation
	where possible enhance the quality	miligation
	where possible enhance the quality of the water	miligation
	where possible enhance the quality	miligation
BIODIVERSITY	where possible enhance the quality of the water	miligation
BIODIVERSITY Designated	where possible enhance the quality of the water	GREEN = Does not contain, is not adjacent
	where possible enhance the quality of the water environment?	
Designated	where possible enhance the quality of the water environment? Will it conserve protected species	GREEN = Does not contain, is not adjacent to designated for nature conservation or
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species,
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites designated for	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as
Designated	where possible enhance the quality of the water environment? Will it conserve protected species and protect sites	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species,

	T		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation.
	adjacent protected		None on site but some close to eastern
	by a Tree		boundary.
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
LANDSCAPE, TO	OWNSCAPE AND CU	LTURAL HEI	RITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Development would extend the urban edge
	character?		westward, but because the site is on high
			ground, development would have a severe
			adverse impact on the setting of the City.
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – The majority of
			the sector was identified as connective
			landscape in the 2002 Green Belt Study by
			Landscape Design Associates. However,
			Landscape Design Associates. However,
			the new development occurring at Glebe
			the new development occurring at Glebe
			the new development occurring at Glebe Farm is creating a strong and recognisable
			the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the
			the new development occurring at Glebe Farm is creating a strong and recognisable

		for this new urban edge and is therefore now categorised as supportive. The southern part of the sector is, as previously, connective. The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	AMBER = negative impact on townscape character, incapable of mitigation. The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the distinctive character of the city. The northern part of the sector forms the setting for this new urban edge and is therefore now categorised as supportive. The southern part of the sector is, as previously, connective. The M11 corridor is identified as a visually detracting feature that influences the western edge of this sector.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED = Significant negative impact on Greenbelt purposes To preserve the unique character of Cambridge – red: Extending the urban edge to the south of the Addenbrooke's Road at this location would not affect the compact nature of the city. Coalescence – green: The development extends the envelope of Shelford Road westward, but would not cause coalescence harm; Setting of Cambridge – red: Development would extend the urban edge westward, but because the site is on high ground, development would have a severe adverse impact on the setting of the City; Key views of Cambridge – green: Minor impact on views; Soft green edge – amber: Development would extend the urban edge westward. If development were restricted to low

- level, low density a soft green edge could mitigate.
- Distinctive urban edge amber: The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated;
- Green corridors green: The development site is not close to a green corridor:
- Green Belt villages green: No impact on Green Belt villages;
- Landscape with a strongly rural character – amber: The landscape is not strongly rural, but there is a definite urban edge which should be preserved. Adequate mitigation would not be possible unless development restricted to low level, low density.

Overall conclusion = red: The development site is on higher, open land and visible from areas to the west, south and southeast. Overall there would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - The majority of this sector (sub area 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. However, sub area 8.2 plays a limited role in the Green Belt due to its enclosed nature and its close relationship with existing built form along Cambridge Road.

Heritage Will it protect or enhance sites, features or areas of

AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative

	historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	impacts capable of appropriate mitigation. Cropmark remains of later prehistoric settlement to immediate south. Roman villa complex 500m west. Iron age settlement remains excavated at Glebe Farm to north. A programme of archaeological works should be undertaken prior to any planning application.
CLIMATE CHAN	GE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite. Assumes minimum on-site provision to adopted plan standards is provided onsite.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m

Distance: City Centre	How far is the site from edge of	R =>800m
Centre	defined Cambridge	
	City Centre?	
	Oity Certife:	
Distance: GP	How far is the	R =>800m
Service	nearest health	
00.7.00	centre or GP	
	service?	
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	, , ,
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	
Integration with	How well would the	AMBER = Adequate scope for integration
Existing	development on	with existing communities. Separated from
Communities	the site integrate	existing communities by the Addenbrooke's
	with existing	Access Road and from the Park & Ride site
	communities?	by Hauxton Road. Distant from Great
		Shelford.
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(**************************************	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	' '
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
F	local centres?	
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?

	employment	 AMBER = 1-3km
	centre?	AMBER = 1-3KIII
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	R =>800m
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	T	
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER. Only if there is a formal crossing of Addenbrooke's Road to link to the off-road path and Glebe Farm/ Clay Farm and a direct link to Shelford Road from the south of the site.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		R= Beyond 1000m (0) A = Within 1000m (2) 0 = Within 800m (3) G = Within 600m (4)

		GG = Within 400m (6)
Frequency of Public Transport		R= Less than hourly service (0) A = Hourly service (2) 0 = 30 minute frequency (3) G = 20 minute frequency (4) GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		R= Greater than 50 minutes (0) A = 41 to 50 minutes (2) 0 = 31 to 40 minutes (3) G = 21 to 30 minutes (4) GG = 20 minutes or less (6)
Distance for cycling to City Centre		R= 20km + (0) A = 15k m to 20km (2) 0 = 10km to 15 km (3) G = 5km to 10km (4) GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information Grange Farm CC916

Development Sequence Edge of Cambridge (Broad Location 1)

Site reference number(s): CC916

Consultation Reference numbers: CC916

Site name/address: Grange Farm



Site description: Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

District Boundary

Current use(s): Agriculture and recreation.

right and database right 2012. Ordnance Survey Licence number 100019730.

Proposed use(s): Residential

Site size (ha): 44.03 South Cambridgeshire:00.00 Cambridge: 44.03

Potential residential capacity: 991-1,486

LAND				
PDL	Would development make use of previously developed land?		RED = Not on PDL	
Agricultural	Would		GREEN = Neutral. Development would not	

Land Minerals	development lead to the loss of the best and most versatile agricultural land? Will it avoid the	affect grade 1 and 2 land. Majority of site is on Grade 3 land and the remainder is on urban land. GREEN = Site is not within an allocated or
	sterilisation of economic mineral reserves?	safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts. The site will have a significant adverse impact on air quality due to major transport impact. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? RED = Within or adjacent to an AQMA, M11 or A14. Site less than 1,000 metres from M11. An air quality assessment is essential.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	RED = Significant adverse impacts incapable of appropriate mitigation. The site will be affected by noise from the M11. Part of the site will not be suitable for residential at all. Development of the remainder of the site will require a full noise survey and could merit an amber score. Design and mitigation measures required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site has previous potentially contaminative uses as a result of historic usage. Further contamination assessment is required.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation. Not within SPZ1 or allocation.
BIODIVERSITY Designated	Will it conserve	AMBER = Contains or is adjacent to an
Designated	AAIII II COHSEIVE	AIVIDEN = COITIAITIS OF IS AUJACETIL TO ATT

Sites	protected species		existing site designated for nature
Siles	and protect sites		conservation or recognised as containing
	designated for		protected species and impacts capable of
	nature		appropriate mitigation.
	conservation		appropriate mitigation.
	interest, and		
	geodiversity?		
	•		
	(Including International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
Diodiversity			negative impact on existing features or
	development reduce habitat		•
			network links but capable of appropriate
	fragmentation, enhance		mitigation
	native species, and help deliver habitat		
	-		
	restoration (helping to achieve		
	Biodiversity Action		
	_		
	Plan targets, and maintain		
	connectivity		
	•		
	between green infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	adjacent protected		any protected trees
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
mindottatotato	and green spaces,		of appropriate mitigation
	through delivery of		or appropriate magazion
	and access to		
	green		
	infrastructure?		
LANDSCAPE, TO	WNSCAPE AND CU	LTURAL HER	RITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
·	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		·
	landscape		Development would compromise the
	character?		openness of the area, interrupting views into
			the historic core, have a negative impact on
			setting and changing the soft green existing
			urban edge.
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 - The M11
			corridor is identified as being visually detracting and influencing the western

	<u></u>	 have dance the
		boundary of the sector.
		The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.
		The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Development would compromise the openness of the area, interrupting views into the historic core, have a negative impact on setting and changing the soft green existing urban edge.
	development:	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The M11 corridor is identified as being visually detracting and influencing the western boundary of the sector.
		The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.
		The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED RED = Development of this site would have a significant negative impact on the purposes of Green Belt.

- To preserve the unique character of Cambridge – red: site would have a medium impact on compactness;
- Coalescence red: There would be an impact on coalescence by decreasing the distance between the City and Coton;
- Setting of Cambridge red: the setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge:
- Key views of Cambridge red: there are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site:
- Soft green edge red: the existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site:
- Distinctive urban edge green: the existing edge is green. There would be no impact on the distinctive urban edge;
- Green corridors red: There would be a loss of land in a recognised green corridor south of the Coton footpath;
- Green Belt villages red: there would be impact on distribution, physical separation, setting, scale and character of Coton village;
- Landscape with a strongly rural character – red: The landscape is strongly rural despite being on the urban edge, adjacent to West Cambridge and the M11. Development would have a negative impact.

Overall conclusion = red red: development of this site would have a significant negative impact on the purposes of Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the

		sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. This is in sharp contrast to the relationship of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Land to the south of the site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site. Site lies approximately 800m west of the Central Conservation Area.
CLIMATE CHANGE	<u> </u>	
Renewables	1	AMPED Standard requirements for
Reflewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	AMBER = Small amount of surface water flooding towards south of the site and where existing watercourses exist. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required in that area.
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN. The site is of sufficient size that it would provide outdoor sports facilities

Facilities	sports facilities?	onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	AMBER. Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	, ,
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
	How far is the	How far is the nearest main employment
1 - 7	nearest main	centre?
	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
	ocitio:	employment or is for another non-residential
		use
Employment -	Would	G = No loss of employment land / allocation
1 - 7	development result	is for employment development
	in the loss of	13 for employment development
	employment land,	
	or deliver new	
	employment land?	AMPED Cignificant ungrades likely to be
	Will it improve the level of investment	AMBER = Significant upgrades likely to be
		required, constraints capable of appropriate
	in key community services and	mitigation
	infrastructure,	
	including	
	communications	
	infrastructure and	
	broadband?	AMPED Cohoel consoling of cuttinions
	Is there sufficient	AMBER = School capacity not sufficient,
1 /	education	constraints can be appropriately mitigated
	capacity?	
Distance:	How far is the	Groop: Site is howard 900m from pageast
		Green: Site is beyond 800m from nearest
_	nearest primary	primary school but is large enough to
	school?	provide its own facilities.
Distance	How for in the	Λ _1 to 2 km
	How far is the	A =1 to 3 km
	nearest secondary	
	school?	
LDANCDADT		
TRANSPORT	What two of such	Croop Links to high quality off road (Catara
Cycle Routes	What type of cycle routes are	Green. Links to high quality off road (Coton Footpath). The path as it borders the site

	accessible near to the site?	would need to be widened and lit to match the existing segregated eastern section of the path. Increased usage of the route via Burrell's Walk into the city will be an issue and an alternative route via Cranmer Rd or the Rugby Club path and West Road (and Queens Green) or Sidgwick Ave with associated cycle improvements will be essential as an alternative. The introduction of a vehicular access route across the Coton footpath will have a major impact on the attractiveness of this route to cyclists.
HQPT	Is there High Quality Public Transport (at edge of site)?	Amber: The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only about a third of the northern part site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus		G = Within 600m (4)
stop / rail station Frequency of		G = 20 minute frequency (4)
Public Transport		, , ,
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.

		The Highway Authority have reinforced their comments concerning the potential site access constraints if this site is considered in isolation from Sites 921 to the south and the adjoining potential site within South Cambridgeshire Site SC232. Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	/
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information

Development Sequence Edge of Cambridge (Broad Location 3),

Site reference number(s): CC924

Consultation Reference numbers: CC924

Site name/address: Land West of Trumpington Road





Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.

Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields

Proposed use(s): Residential

Site size (ha): 45.30ha Cambridge only:

Potential residential capacity: 1019-1529

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

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Approximately 75% of the site (33 hectares) is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = The development will have a significant adverse impact in air quality due to increased traffic. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. Site adjacent to major road. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY	Liamin	Lauren o de la
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	locally designated		
Biodiversity	sites) Would		AMBER = Development would have a
	development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, TO	WNSCAPE AND CU	LTURAL HER	RITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. There would be severe negative impact to the setting of the City by changing the rural
			nature of the west side of Trumpington Road and opening views from the river corridor. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area
			is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the

		M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED RED = Development on the entire proposed area would have a severe negative impact. To preserve the unique character of Cambridge – amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City; Coalescence – amber: There would be some effect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road; Setting of Cambridge – red: There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor; Key views of Cambridge – red: There would clear views to the development from Grantchester Meadows and the river corridor which would disrupt views of historic and collegiate core of the City; Soft green edge – red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred; Distinctive urban edge – green: The existing urban edge is rural in nature; Green corridors – red: The site severely impacts on the river green corridor;

		 Green Belt villages – green: No impact; Landscape with a strongly rural character – red: The landscape has a rural character despite being on the urban edge. Overall conclusion = red, red: Development on this site has potential to have a severe negative impact. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study. The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
CLIMATE CHAN		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply

Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
HIIMAN HEALTI	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	AMBER. Approximately 10% of the site is within 400-800m (as the crow flies) of Grantchester Street, Newnham local centre. An additional 10% is within 400-800m of Trumpington local centre. The remaining 80% of the site is beyond 800m of a local centre. The site has been scored amber as it is large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	A =400 - 800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range	AMBER = No impact on facilities (or satisfactory mitigation proposed).

Community	of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres. The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in key community services and infrastructure, including communications infrastructure and broadband?	mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ODEEN Drawidita a throng to a
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN. Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City		GG = Up to 5km (6)

Centre		
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

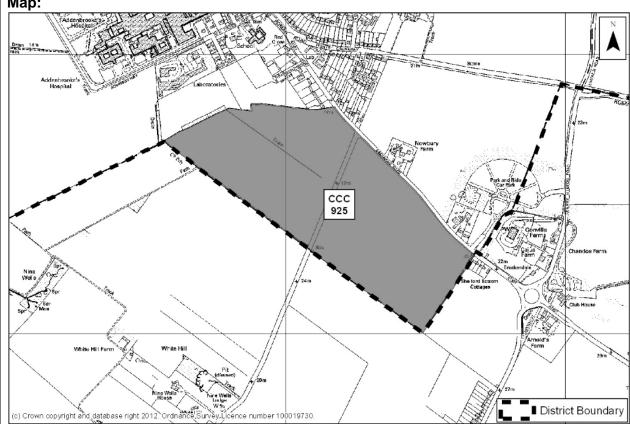
Edge of Cambridge (Broad Location 6), **Development Sequence**

Site reference number(s): CC925

Consultation Reference numbers: CC925

Site name/address: Land South of Addenbrookes and Southwest of Babraham Road

Мар:



Site description: Large agricultural fields split by Granham's Road. To the north is Queen Edith's Ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham park and ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

Current use(s): Agriculture

Proposed use(s): Residential

Site size (ha): 0.00 ha South Cambridgeshire: 39.80ha Cambridge

Potential residential capacity: 896-1343

LAND		
PDL	Would development make use of previously developed	RED = Not on PDL AMBER = Partially on PDL GREEN = Entirely on PDL

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Majority of site on Grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts. The site is large enough to have a significant adverse impact on air quality from traffic generation particularly as close to Addenbrookes. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14. The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes. More than 1000 metres from an AQMA, M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. Site adjacent to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site has former potentially contaminative activities. Further assessment is required.
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation

environment? Vill it conserve		
Vill it conserve		
		AMBER = Contains or is adjacent to an
rotected species		existing site designated for nature
nd protect sites		conservation or recognised as containing
-		protected species and impacts capable of
•		appropriate mitigation
		appropriate magation
-		
<u> </u>		
		AMPER Payalanment would have a
		AMBER = Development would have a
		negative impact on existing features or
		network links but capable of appropriate
		mitigation
-		
•		
-		
,		AMPED
		AMBER = Any adverse impact on protected
		trees capable of appropriate mitigation.
		AMPED AL 1977
		AMBER = No significant opportunities or
		loss of existing green infrastructure capable
•		of appropriate mitigation
•		
	LIURAL HEF	
		RED = Significant negative impact on
		landscape character, no satisfactory
		mitigation measures possible.
		The proposed development site would
haracter?		extend the urban edge south-westward
		making it visible from all direction. The
		development would have a severe negative
		impact on the setting of the city.
		UPDATE INNER GREEN BELT
THE CIVE STREET OF THE CONTRACT OF THE PROPERTY OF THE PROPERT	esignated for ature onservation of terest, and eodiversity? Including of ternational and ocally designated ocal evelopment educe habitate ocative species, and elp deliver habitate ocative species, and elp deliver habitate ocal extension (helping ocachieve ocachiev	ature onservation nterest, and eodiversity? ncluding nternational and ocally designated ites) Vould evelopment educe habitat ragmentation, nhance ative species, and elp deliver habitat estoration (helping o achieve siodiversity Action Plan targets, and naintain onnectivity etween green ofrastructure)? ure there trees on ite or immediately djacent protected y a Tree Preservation Order TPO)? Vill it improve ccess to wildlife nd green spaces, nrough delivery of nd access to reen ofrastructure? VISCAPE AND CULTURAL HER Vill it maintain and nhance the iversity and istinctiveness of andscape

		BOUNDARY STUDY 2015 – All of this sector is identified as supportive landscape. Much of it lies on the lower foothills of the Gog Magog Hills, which are an important feature of the setting of Cambridge in their own right and also form the backdrop in views out of and across the city. The Gog Magog Hills are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. White Hill in sub area 10.3 is a particularly noticeable expression of this landform. The flatter land in the northern and eastern parts of this sector forms part of the rural foreground to the city as seen in elevated views from the south east. This study did identify that limited development in the northern and eastern parts of the sector could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out in the study. This means that the northern part of this site (north of Granhams Road) scores an amber. The southern part of the site continues to score a red.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The urban edge of the city here is not distinctive and development would not harm it. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – All of this sector is identified as supportive landscape. Much of it lies on the lower foothills of the Gog Magog Hills, which are an important feature of the setting of Cambridge in their own right and also form the backdrop in
		views out of and across the city. The Gog Magog Hills are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. White Hill in sub area 10.3 is a particularly noticeable expression of this landform. The flatter land in the northern and eastern parts of this sector forms part of the rural foreground to the city as seen in elevated

		views from the south east.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED RED = Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views. • To preserve the unique character of Cambridge – red: Development extending southeast to the P&R would take the urban edge much further into the countryside and would have an adverse effect on the compact nature of the city; • Coalescence – green: The site straddles Granham's Road to the south of Addenbrooke's Hosp. There would be no coalescence; • Setting of Cambridge – Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views; • Key views of Cambridge – Red: The proposed development site would extend the urban edge south-westward making it visible from all direction. The development would have a severe negative impact; • Soft green edge – red: The proposals would take the urban edge to far southwest. The existing soft green edge would be negatively impacted if development occurred on the site; • Distinctive urban edge – green: There is no distinctive urban edge; • Green corridors – green: There would be no loss of land associated with a recognised green corridor; • Green Belt villages – green: The proposed development would not have effect on Green Belt villages; • Landscape with a strongly rural character – red: The landscape is strongly rural despite being near the urban edge. Development would have a severe negative impact. Overall conclusion = red, red: Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.

		BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south of Cambridge, forming the most westerly extent of the foothills of the Gog Magog Hills, which form the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present, as well as ensuring that Cambridge and Great Shelford do not further coalesce. The sector is also important to the green approaches to the city from the south, along the railway and Babraham Road, and the rural setting of Great Shelford. This study did identify that limited development in the northern and eastern parts of the sector could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out in the study. This means that the northern part of this site (north of Granhams Road) scores an amber. The southern part of the site continues to score a red, red. However, it should be noted that the northern part of Site CC925 is in flood zone 3 and as such would be unsuitable for residential development.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
CLIMATE CHANG	GE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and	Amber. Fairly significant surface water issue toward the north of the site. Careful

	property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	mitigation required which could impact on achievable site densities as greater level of green infrastructure required. The northern part of the site is also located within Flood Zone 3 and as such would score a red for fluvial flood risk.
	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	Amber: Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs	AMBER = No impact on facilities (or satisfactory mitigation proposed).

	- (-0)		
0	etc?)		ODEEN David
Community	Will it encourage		GREEN = Development would not lead to
Facilities	and enable		the loss of any community facilities or
	engagement in		replacement /appropriate mitigation possible
	community		
	activities?		
Integration with	How well would the		Green: Site should provide good
Existing	development on		opportunities to link with existing
Communities	the site integrate		communities, with good urban design, good
	with existing		connectivity and appropriate community
	communities?		provision to aid integration.
ECONOMY	T	I	
Deprivation	Does it address		AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income		most deprived Super Output Areas within
	and employment		Cambridge according to the Index of
	deprivation		Multiple Deprivation 2010.
	particularly in		
	Abbey Ward and		
	Kings Hedges?		
	Would allocation		
	result in		
	development in		
	deprived wards of		
	Cambridge?		
Shopping	Will it protect the		Green: The site would probably be large
'' '	shopping		enough to support a new Local Centre or
	hierarchy,		neighbourhood shops. The nearest Local
	supporting the		Centre is Wulfstan Way, but this is a
	vitality and viability		considerable distance. The distance to
	of Cambridge,		Wulfstan Way would mean that a new Local
	town, district and		Centre on this site is unlikely to have an
	local centres?		impact on the existing hierarchy.
Employment -	How far is the		How far is the nearest main employment
Accessibility	nearest main		centre?
7 (00000IDIIIty	employment		GREEN = <1km or allocation is for or
	centre?		includes a significant element of
	Contro		employment or is for another non-residential
			use. 75% of site is within 1km of an
			employment centre.
Employment -	Would		G = No loss of employment land / allocation
Land	development result		is for employment development
Laria	in the loss of		lo for omploymont development
	employment land,		
	or deliver new		
Utilities	employment land? Will it improve the		AMRED - Significant ungrades likely to be
Utilities	level of investment		AMBER = Significant upgrades likely to be
			required, constraints capable of appropriate
	in key community		mitigation
	services and		
	infrastructure,		
	including		
	communications		
	infrastructure and		

	broadband?	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Amber. Site is over 800m from nearest primary school but is large enough to make its own provision
Distance: Secondary School	How far is the nearest secondary school?	Amber. Site is between 1 and 3km from nearest secondary school.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. Amber: provided there are good links to the Bell School cycle links to Red Cross Lane and up to Long
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Amber. The top 10% of the site Is within 300m of high quality public transport. The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		A = Within 800m (3)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		G = 21 to 30 minutes (4)
Distance for cycling to City Centre		GG = Up to 5km (6)

Distance: Railway Station	How far is the site from an existing or	R = >800m
	proposed train station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information

Development Sequence

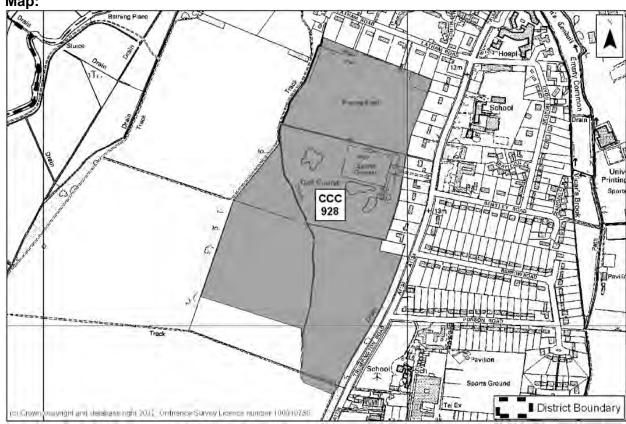
Edge of Cambridge (Broad Location 3),

Site reference number(s): CC928

Consultation Reference numbers: CC928

Site name/address: Trumpington Road West Amended

Мар:



Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.

Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields

Proposed use(s): Residential

Site size (ha): 32.8ha Cambridge only:

Potential residential capacity: 1,107

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

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Approximately 60% of the site (20 hectares) is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = significant impact. An air quality assessment would be required.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Amber: Site adjacent in part to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY	Lianus	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	locally designated		
Biodiversity	sites) Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, T	OWNSCAPE AND CU	LTURAL HE	RITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. There would be slight negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road. This could be mitigated if development was restricted. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape.
			It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the

Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge. RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED = Significant negative impact on Greenbelt purposes To preserve the unique character of Cambridge – amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City; Coalescence – amber: There would be some effect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road; Setting of Cambridge – amber: There would be slight negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road. This could be mitigated if development was restricted; Key views of Cambridge – amber: Views into and out of the site are screened by vegetation and landform. However there may be a visual impact on the area; Soft green edge – red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred; Distinctive urban edge – green: The existing urban edge is rural in nature; Green corridors – red: Land to the west of the site is a green corridor, but there would be no loss of land. However, there may be a significant negative visual impact; Green Belt villages – amber: There

would be an impact on distribution, physical separation, setting, scale and character of Green Belt villages; Landscape with a strongly rural character – amber: The landscape has a rural character despite being on the urban edge. However, the current sports uses lessen the rural characteristics. Overall conclusion = red: Development on this site has potential to have a negative impact on the Green Belt although the site is well screened by vegetation and partially protected by landform. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city. with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. Heritage Will it protect or AMBER = Approximately a third of the site is within the Southacre Conservation Area. enhance sites. features or areas of This northern section of the site is historical. designated within the boundary of the archaeological, or Conservation Area because it provides an cultural interest open and green setting to the large dwellings in substantial plots immediately (including conservation north and east which front Latham Road and Trumpington Road respectively. areas, listed buildings, Mitigation measures would need to be very carefully considered and developed, registered parks and gardens and including the use of generous landscape and buffering, low building heights, low scheduled density approach to development. monuments)? sympathetic use of building materials and design, etc.

		 <u> </u>
		The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
		Almost every dwelling north of the and on
		the south side of Latham Road is a Building
		of Local Interest. Mitigation of the impact on
		these BLI's would require very careful
		consideration.
CLIMATE CHANG	E	
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
Flood Risk	Will it minimise risk	Amber: Fairly significant surface water issue
	to people and	toward the north of the site. Careful
	property from	mitigation required which could impact on
	flooding, and account for all	achievable site densities as greater level of
	costs of flooding	green infrastructure required.
	(including the	
	economic,	
	environmental and	
	social costs)?	
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
D: 4	space?	ODEEN THE SECOND
	How far is the	GREEN. The site is of sufficient size that it
Outdoor Sport Facilities	nearest outdoor	would provide outdoor sports facilities onsite.
raciilles	sports facilities?	onsite.
Distance: Play	How far is the	GREEN. The site is of sufficient size that it
Facilities	nearest play space	would provide play space for children and
	for children and	teenagers onsite.
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling Showpeople?	
Distance:	How far is the site	AMBER. Most of the site is further than
	from the nearest	800m from local centres at Trumpington and
Centre	District or Local	Granchester Street. The site has been
	centre?	i scored amber as it is brobabiv larde enquan-
		scored amber as it is probably large enough to support its own facilities.
Distance: City		· · · · · ·
Distance: City	centre?	to support its own facilities.
Distance: City	centre? How far is the site	to support its own facilities.

Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping Employment -	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy. How far is the nearest main employment
Accessibility	nearest main employment centre?	centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result	G = No loss of employment land / allocation is for employment development

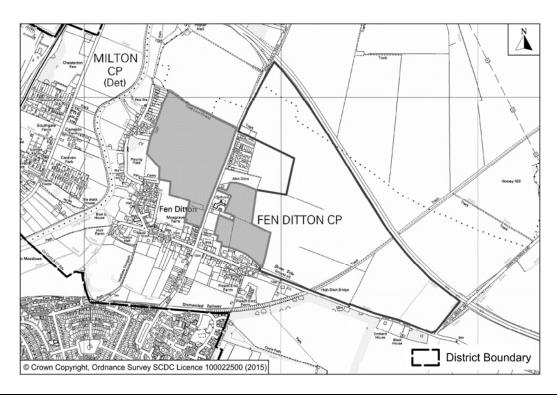
	1	
	in the loss of	
	employment land, or deliver new	
	employment land?	
Utilities	Will it improve the level of investment in key community services and infrastructure,	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
	including communications infrastructure and broadband?	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	00110011	
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN. Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus		GG = Within 400m (6)
stop / rail station		
Frequency of		GG = 10 minute frequency or better (6)

Public Transport		
Public transport		GG = 20 minutes or less (6)
journey time to		()
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		. , ,
Centre		
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	
	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation. Technically it would be possible
	where there is	to provide access, but the site does not abut
	available capacity?	the adopted public highway and third part
		land appears to lay between it and the
		highway
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 9)
Site reference number(s): CCSC1006	
Consultation Poterance numbers: N/A	

Site name/address: Land at Fen Ditton (Developer Proposal)

Мар:



Site description: The site is located on both sides of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Fleam Dyke and a former railway line lie in the south east of the site. The site comprises several large agricultural fields, divided by patchy low level hedgerows. Further open agricultural land surrounds the site to the north west, north, east and south east, and the site is very visible from higher ground, including from Horningsea Road from the north.

Promoters proposal identifies housing parcels on land west of Horningsea Road, and part of the area adjoining Horningsea Road to the north west of the village, on approximately 25 hectares of land

Current use(s): Agricultural

Proposed use(s): Residential led mixed-use development for between 400 and 500 homes on land to the north west and north east of Fen Ditton. Maintain Green Belt buffer between proposed development and the A14. Opportunities for Green Infrastructure. Promoter refers to potential location for a secondary school.

Site size (ha): South Cambridgeshire: 74.99 ha.

NOTE: The site is smaller than the totality of all of the 3 sites combined, as only part of Site SC160 is included.

Potential residential capacity: 400 to 500 dwellings (proposed by promoter)

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	TIED - NOT ON T DE
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of the site is Grade 2, the rest Grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION	•	•
Air Quality AQMA	Would the development of the sites result in an adverse impact/worsening of air quality? Is the site within or	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Adjoins the A14. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. This information will be required prior to further comment. RED = Within or adjacent to an AQMA, M11
	near to an AQMA, the M11 or the A14?	or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Significant Road Transport noise. The east of the site bounds the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. Residential could be acceptable with high level of 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 A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Noise berms / barriers?.
		The promoter proposes maintaining Green Belt buffer between proposed development and the A14, and identifies housing parcels several hundred metres form the A14, providing opportunities for mitigation.
		NOISE: Recreation & Commercial The West of the site will be immediately adjacent to Fen Ditton Primary School & Sports Grounds. Such a short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses. Potential noise nuisance from School e.g. plant & equipment and classroom uses which should be considered prior to allocation. Noise not quantified but could be mitiagted off site if an issue by s106 but requires full cooperation of school etc. Site should not be allocated until these issues have been considered and mitigation options feasibility etc considered.
		Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
		Former railway across site, requires
Water	Will it protect and where possible enhance the quality of the water	assessment, can be conditioned GREEN = No impact / Capable of full mitigation
	environment?	

BIODIVERSITY	,		
Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		greenspace. No or negligible impacts
	interest, and		
	1		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Fenland landscapes support species and
	help deliver habitat		habitats characterised by intensive
	restoration (helping		agriculture due to the high quality soil. This
	to achieve		has restricted biodiversity in some parts.
	Biodiversity Action		However, drains, hedges and field margins
	Plan targets, and		provide refuge for species such as barn owl,
	maintain		corn bunting and skylark. Washlands
	connectivity		provide temporary areas of flooded
	between green		grassland that are important for plants such
	infrastructure)?		as the marsh foxtail, tufted hair-grass and
			narrow-leaved water dropwort. Important
			numbers of wintering wildfowl maybe found
			on flooded fields. The network of drainage
			ditches in places still retain water voles with
			otters occasionally found into the fens
			where suitable fish stocks are found. Any
			development proposals should show how
			features of biodiversity value have been
			protected or adequately integrated into the
			design.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
•	site or immediately		any protected trees
	adjacent protected		, p. 0.00.00
	by a Tree		
	Preservation Order		
	(TPO)?		
Croon	,		CDEEN - Dovolooment sould deliver
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		A 16 COLD 1 1111
	through delivery of		A site of this scale will have significant
	and access to		opportunities for the delivery of green
	green		infrastructure.
	infrastructure?		
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	-		

	diversity and	n	nitigation measures possible.
	distinctiveness of		
	landscape		Development would introduce significant
	character?		urban forms into the foreground setting and
		а	affect supporting landscape. Development
		٧	would significantly affect Key views to
			Cambridge from the north and east. Large
			scale development on this site would
			epresent a major eastwards extension and
			orm a new skyline blocking views to Fen
			Ditton Village and Cambridge beyond and
			would introduce a very significant extension
			of urban form. It would change the setting
_	VACILIA		and key views from the east and north.
Townscape	Will it maintain and		RED = Significant negative impact on
	enhance the		ownscape character, no satisfactory
	diversity and	n	nitigation measures possible.
	distinctiveness of		
	townscape	S	Significant development of the site would be
	character, including	h	nugely out of scale with Fen Ditton village,
	through	V	would add significant urban areas to the
	appropriate design		north and east, it would create an urban
	and scale of		gateway to the village, reduce the function
	development?		of separation between Fen Ditton and
			Cambridge and block views to the village
			centre from the north and east. Limited
			development may be possible to some
			central and western areas of the site.
			Development would not physically link Fen
			Ditton with Cambridge but visually would
			significantly reduce the value of existing
			separation. The scale of potential
			development could overwhelm the village of
			en Ditton.
Green Belt	What effect would	F	RED = Significant negative impact on
	the development of		Greenbelt purposes
	this site have on		
	Green Belt	S	Significant development of the site would
	purposes?		urbanise approaches to Fen Ditton and
	' '		Cambridge and form an urban skyline
			viewed from the north and east.
		· ·	The state of the s
			JPDATE INNER GREEN BOUNDARY
			STUDY 2015
			The study notes that these sector (Sectors
			,
			18.2 and 19.1) play a key role in the setting
			of the north east of Cambridge, and the
			approach to both Fen Ditton and Cambridge
		a	along the B1047 from the north.
			Sub area 18.2 provides separation between
			he village and the A14, as well as between
		tl	he future allocated edge of Cambridge and
		tl	he A14, retaining a rural setting to the city
		٧	when viewed from the strategic route.
	•		

Sector 18.2 also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. Sector 19 forms the rural setting of Fen Ditton to the north and west and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within sectors 18 and 19 could be accommodated without harm to Green Belt purposes. Development within sub area 18.2 would affect the rural setting, form and character of the village. Development within sub area 19.1 would affect the characteristic setting to Fen Ditton and the rural approach towards Cambridge. No Green Belt release should be contemplated in these sectors. Will it protect or RED = Site contains, is adjacent to, or Heritage within the setting of such sites, buildings enhance sites. features or areas of and features, with potential for significant historical. negative impacts incapable of appropriate archaeological, or mitigation cultural interest (including The site will not impact on any Scheduled conservation Ancient Monument or historic park or areas, listed garden. There are several Grade II Listed buildings along High Ditch Road to the buildings, registered parks south, including numbers 6, 14, 15, 16, 17, and gardens and 22, 23 and 25; the closest is approximately scheduled 30m to the south. The south western part of the site adjoins the Fen Ditton Conservation monuments)? Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the

streetscene and townscape is of exceptional

		quality even though the scale is modest.
		The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village.
		Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern. There is evidence for extensive prehistoric and Roman activity in the area, including a Roman settlement known from cropmarks to the north. The site is also located to the north of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Further
		information would be necessary in advance of any planning application for this site.
CLIMATE CHAI	NGE	, , , , , , , , , , , , , , , , , , , ,
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Site subject to minor surface water flood risk but capable of mitigation.
HUMAN HEALT	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km or onsite provision
	•	

Facilities	sports facilities?			
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision	
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact	
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		A = 400 - 800m Around 500m to Fen Ditton village centre.	
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m	
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m Over 1km to Barnwell Road Health Centre	
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).	
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible	
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses Development on this scale could not be successfully integrated into Fen Ditton.	
ECONOMY				
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge	

		1	
	particularly in		
	Abbey Ward and		
	Kings Hedges?		
	Would allocation		
	result in		
	development in		
	deprived wards of		
	Cambridge?		
Shopping	Will it protect the		GREEN = No effect or would support the
Onopping	shopping		vitality and viability of existing centres
	hierarchy,		Vitality and viability of existing centres
	3 ·		
	supporting the		
	vitality and viability		
	of Cambridge,		
	town, district and		
	local centres?		
Employment -	How far is the		AMBER = 1-3km
Accessibility	nearest main		
	employment		
	centre?		
Employment -	Would		GREEN = No loss of employment land /
Land	development result		allocation is for employment development
	in the loss of		
	employment land,		
	or deliver new		
	employment land?		
Utilities	Will it improve the		AMBER = Significant upgrades likely to be
	level of investment		required, constraints capable of appropriate
	in key community		mitigation
	services and		Tilligation
	infrastructure,		Electricity - Not supportable from existing
	including		network. Significant reinforcement and new
	communications		•
			network required.
	infrastructure and		Maine water. The site falls within the CIMO
	broadband?		Mains water - The site falls within the CWC
			Cambridge Distribution Zone, within which
			there is a minimum spare capacity of 3,000
			properties based on the peak day for the
			distribution zone, less any commitments
			already made to developers. There is
			insufficient spare capacity within Cambridge
			Distribution Zone to supply the number of
			proposed properties which could arise if all
			the SHLAA sites within the zone were to be
			developed. CWC will allocate spare
			capacity on a first come first served basis.
			Development requiring an increase in
			capacity of the zone will require either an
			upgrade to existing boosters and/or new
			storage reservoir, tower or booster plus
			associated mains.
			ลจจบบเสเซน เหลเหจ.
			Gas. Fon Ditton has mains ass supply and
			Gas – Fen Ditton has mains gas supply and
			the site is likely to be able to be

		accommodated with minimal disruption or system reinforcement.
		Mains sewerage - There is sufficient capacity at the WWTW to accommodate this development site. The sewerage network is approaching capacity and a predevelopment assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton.
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
		The site is adjacent to the village primary school and potential exists for development to add to school capacity either directly via provision of a new school or by provision of additional playing fields, or play space.
Distance: Primary School	How far is the nearest primary school?	G = <400m 0.40km ACF – Fen Ditton Community Primary School
		A development of this scale would be expected to provide an additional primary school or expanded local provision.
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	3.54km ACF – Manor Community College km.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to	AMBER = Medium quality off-road path. There is no provision for cyclists at the
	the site?	southern end of Horningsea Road.

	T	1	
HQPT	lo thoro Lligh		While there is a short section of Horningsea Road just north of the junction with Fen Ditton High Street that does not have any off-road cycle path, this development could potentially link into Green End via Field Lane as an alternative means of providing access towards Cambridge (i.e. via Church Street / Fen Ditton High Street then onto the Wadloes Footpath and NCN route) As such recommend change to AMBER (Change form Red to Amber)
ngri	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances Over 400m from HQPT.
Sustainable	Scoring		DARK GREEN = Score 19-25
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		
Distance: bus			G = Within 600m (4)
stop / rail station			674m ACF to nearest bus stop (Citi 3 service). UPDATE: Depending on the layout of the site there is the possibility that Citi 3 buses could be extended up into the site. Recommend changing to Green.
			(Change from Amber to Green)
Frequency of Public Transport			G = 20 minute frequency (4)
Public			GG = 20 minutes or less (6)
transport journey time to City Centre			20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).
Distance for			GG = Up to 5km (6)
cycling to City Centre			3.22km ACF
Distance:	How far is the site		R = >800m
Railway Station	from an existing or proposed train station?		1.59km ACF – Science Park Station
Access	Will it provide safe access to the highway network, where there is		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.

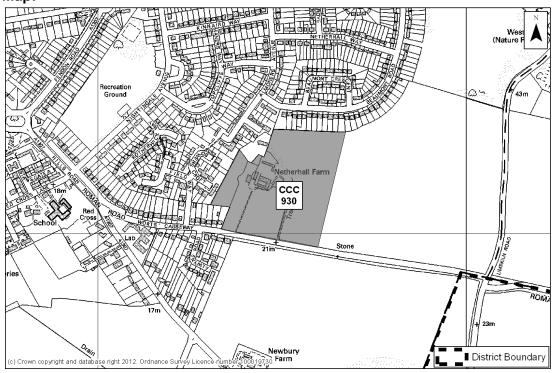
	available capacity?	UPDATE: A junction located on High Ditch / Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design. The Highway Authority would like to highlight the close proximity of the primary school to this development. In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such
		infrastructure will extend beyond the confines of the site. Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
		Mindful of the substantial improvement in quality and capacity of sustainable transport networks that will be delivered by the City Deal Programme (Chisholm Trail, Ditton Meadows Cycle Bridge, Newmarket Road Corridor) it is considered that this could potentially off-set the additional vehicular impact on the LHA that would be generated by a site in this location, however any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network	AMBER = No impacts There is no provision for cyclists at the
	safer for public transport, walking	southern end of Horningsea Road. There may be some potential for improvements
	or cycling facilities?	associated with the site.

Site Information	
Development Sequence	e.g. Edge of Cambridge (Broad Location 7 – Land between Babraham Road and Fulbourn Road)
Cita reference remaker(a), CCCCC	

Site reference number(s): CC930
Consultation Reference numbers: GB1

Site name/address: Land north of Worts' Causeway

Мар:



Site description: Arable open fields, meadow and farm buildings north of Worts' Causeway.

Current use(s): Farm buildings and agriculture.

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 0 Cambridge: 7.33

Potential residential capacity: 247

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the	AMBER = Minor loss of grade 1 and 2 land Approximately half (3.4ha) of the site is on

	best and most	Grade 2 land with the remainder on urban
	versatile	land.
NA:	agricultural land?	ODEEN Oits is not within an allegated an
Minerals	Will it avoid the sterilisation of	GREEN = Site is not within an allocated or
	economic mineral	safeguarded area.
	reserves?	
POLLUTION	16361763:	<u> </u>
Air Quality	Would the	AMBER = Site lies near source of air
	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	
	impact/worsening	An air quality assessment would be
	of air quality?	required.
10111		
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the A14?	GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
1 Glidtion	odour, light, noise	adequate mitigation
	and vibration	and quant mingeness
	problems if the site	Noise issues – the frontage will be the
	is developed, as a	noisiest part of the site from the road. If the
	receptor or	existing farm is to remain, noise from plant
	generator	at the farm may affect proposed residential
	(including	development. Noise assessment and
	compatibility with	potential noise mitigation needed.
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A contamination assessment is required.
		The site has been used for agricultural
Water	Will it protect and	purposes. GREEN = No impact / Capable of full
vval e i	where possible	mitigation
	enhance the quality	Imaganon
	of the water	
	environment?	
BIODIVERSITY	<u> </u>	
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	0% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	interest, and	Site includes Netherhall Farm Meadow
	geodiversity?	which is a valuable County Wildlife Site, and

	(Including International and locally designated sites)		Worts' Causeway Protected Roadside verge. Meadow site potentially vulnerable if changes to existing management are proposed. Scope for some reconfiguration and mitigation. Potential to create chalk/neutral grassland and perhaps GI enhancement. Need to reduce developable site area from 7.84ha to 7.33 ha to allow for appropriate mitigation.
Biodiversity	Would development reduce habitat fragmentation, enhance		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		If Netherhall Farm Meadow is removed from the development site. As with other arable sites, this area is likely to support declining farmland bird species such as Great Partridge and Corn Bunting.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Amber: If Netherhall Farm Meadow is removed from the development site. Site identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the area.
	OWNSCAPE AND CU	LTURAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include
			considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created. UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is

		assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an
	appropriate design and scale of development?	appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Groop Polt	What offeet would	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Green Belt purposes To preserve the unique character of Cambridge – red: Development would extent the urban edge eastwards and would have an impact on compactness; Coalescence – green: There would be no coalescence issues related to this site;
		 Setting of Cambridge – amber: the setting of the city could be maintained if development were restricted to 2-storey

- and included landscape buffers;
- Key views of Cambridge amber: views of the site from the west are partially screened by existing vegetation to the west of the site;
- Soft green edge amber: there is a lesser quality existing soft green edge to Beaumont Road (garden boundaries) which could be replicated and improved to the west of the site;
- Distinctive urban edge green: no effect on distinctive urban edge;
- Green corridors green: there would be no loss of land associated with a recognised green corridor;
- Green Belt villages green: the proposed development would not affect Green Belt villages;
- Landscape with a strongly rural character – amber: the landscape is agricultural but has a strong urban edge. Opportunities to mitigate.

Overall conclusion = amber: although the development of the site would negatively affect Green Belt purposes, there would be opportunities to mitigate.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:

		 The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Netherhall Farm House and its outbuildings are all BLIs. If the site were to come forward, any development would have to be sympathetic to the scale and massing of the site to ensure that the special interest of the existing buildings was not loss. A predevelopment archaeological survey would be required.
CLIMATE CHAN		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply GREEN = Development would create additional opportunities for renewable energy. DARK GREEN = Development would create significant additional opportunities for renewable energy.
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and	AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Significant site regarding surface water flooding as runoff contributes to surface water flooding of the existing built environment. Current scheme could potentially offer a solution and flood risk management benefit, but may impact on

	social costs)?	achievable densities as greater level of green infrastructure required.
	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assuming the semi-natural green space of environmental importance is removed for the site, there are no obvious constraints that prevent the remainder of the site providing full onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m The site is within 400 – 800m of Wulfstan Way local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?) Will it encourage	AMBER = No impact on facilities (or satisfactory mitigation proposed). GREEN = Development would not lead to

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Facilities	and enable engagement in	the loss of any community facilities or replacement /appropriate mitigation possible
	community	replacement /appropriate mitigation possible
	activities?	
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	Good scope to integrate with existing
		communities through good design connectivity and appropriate community
		provision to aid integration possibly in
		conjunction with site CC929 to the south
		(GB2).
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	Site is in Queen Edith's LSOA 7995: 3.99
	Kings Hedges?	Site is in Queen Editins ESOA 7995. 5.99
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping hierarchy,	vitality and viability of existing centres
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Wulfstan
	of Cambridge,	Way, which is a relatively small local centre
	town, district and	and between 400 and 800m away from the
	local centres?	site. Additional population at this site may
		help to further support this local centre.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre? GREEN = <1km or allocation is for or
	employment centre?	includes a significant element of
	Contro :	employment or is for another non-residential
		use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	
	or deliver new employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Junios	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Ŭ
	infrastructure,	
1	including	

	1	
	communications infrastructure and broadband?	
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to be made. For smaller sites this is likely to be off-site.
Distance: Primary School	How far is the nearest primary school?	R =>800m Approx 60% of the site is between 400 and 800m of the nearest primary school.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)
		Approximately 80% of site is within 1km from nearest secondary school with the remainder between 1 and 3kms.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
		Although the link along Worts' Causeway would be quiet at morning peak if the rising bollards remain, the traffic volumes in the evening peak could be quite high on this road and no cycling provision. A solution to mitigate tis could be to extent the access restriction to the evening as well as morning peak.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service Part of site is within 400m from a bus route. Service does meet the requirements of a
		high quality public transport (HQPT).
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25

Distance has	<u> </u>	C With in COOm (4)
Distance: bus		G = Within 600m (4)
stop / rail station Frequency of		GG = 10 minute frequency or better (6)
Public Transport		OO = 10 minute frequency of better (0)
Public transport		GG = 20 minutes or less (6)
journey time to		00 = 20 minutes of less (0)
City Centre		16 minutes – (Cambridge Red Cross Lane –
Only Corniro		Cambridge Drummer Street)
Distance for		GG = Up to 5km (6)
cycling to City		, ,
Centre		3.33km
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	
	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	T
	available capacity?	The site has the benefit of direct frontage to
		the adopted public highway. The bus gate which operates in the rush hour might have
		to be moved further along Worts Causeway
		to allow access to and from this site at this
		time of day.
		time of day.
		This site is of a scale that would trigger the
		need for a Transportation Assessment (TA)
		and Travel Plan (TP), regardless of the
		need for a full Environmental Impact
		Assessment.
		S106 contributions and mitigation measures
		will be required where appropriate. Any
		Cambridge Area Transport Strategy or other
		plans will also need to be taken into
		account.
		Any dayolanmant would need to consider
		Any development would need to consider
		the existing bus gate on Worts Causeway. The development surrounds Cherry Hinton
		Road/ Limekiln Hill Road and these existing
		adopted public highways may require
		improvement/ alterations to accommodate
		the additional traffic movements. The
		hospital roundabout is an accident cluster
		site, which will need to be considered along
		with the impact on Granhams
		Road/Babraham Road junction. County
		Council are currently updating the trip rate
		formulas.
	1	

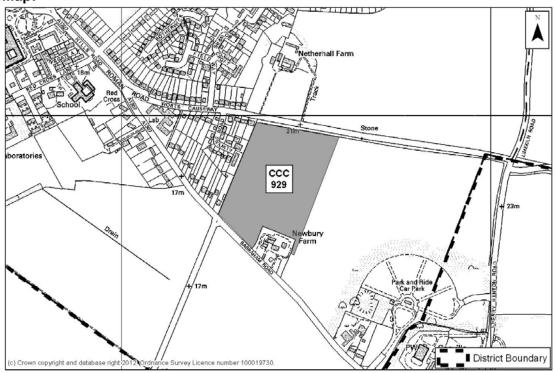
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	·
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road
Site reference number(s): CC929	

Consultation Reference numbers: GB2

Site name/address: Land South of Worts' Causeway





Site description: Arable open field south of Worts' Causeway and north of Babraham Road.

Current use(s): Agriculture

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 0 Cambridge: 6.8

Potential residential capacity: 230

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most	AMBER = Minor loss of grade 1 and 2 land Approx. half (3.4ha) of the site is on Grade 2 land with the remainder on urban land.

	C1	
	versatile	
Missarala	agricultural land?	CDEEN. Cita is not within an allocated or
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
POLLUTION	reserves?	
	Would the	AMPED Citalian poor source of sir
Air Quality	development of the	AMBER = Site lies near source of air pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	all quality adverse impacts.
	impact/worsening	
	of air quality?	
	or all quality:	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
 I	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Site adjacent in part to a major road and to
	is developed, as a	a busy access road. Frontages will be the
	receptor or	noisiest part of the site from the road. Plant
	generator	at existing farm and possible commercial
	(including	building to the west, may also impact on
	compatibility with	proposed residential. Some uses
	neighbouring	particularly industrial could affect existing
	uses)?	residential. Noise assessment and potential
Contomination	la thara pagaible	mitigation measures required.
Contamination	Is there possible contamination on	AMBER = Site partially within or adjacent to
	the site?	an area with a history of contamination, or
	the site?	capable of remediation appropriate to proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		benefits subject to appropriate mitigation)
		A contamination assessment is required.
		Site has been used for agricultural
		purposes.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	TAPIL :	AMPED O () I I I
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	Cita adia aout ta Nathaultall Faura Mara I
	interest, and	Site adjacent to Netherhall Farm Meadow
	geodiversity?	County Wildlife Site and Worts' Causeway
	(Including	Protected Roadside Verge. Sites potentially

	Latamatian dan d		and and to the same to a state of
	International and		vulnerable if changes to existing
	locally designated		management are proposed.
	sites)		
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links
	enhance		Tiotwork illino
	native species, and		Double hedgerow and verge along northern
	help deliver habitat		boundary with Worts' Causeway is of
	restoration (helping		particular ecological value.
	to achieve		
	Biodiversity Action		As with other arable sites this area is likely
	Plan targets, and		to support declining farmland bird species
	maintain		such as Grey partridge and Corn Bunting.
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	,		any protected frees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		Site already has permissive access allowing
	and access to		access to the area of Farmland identified in
	green		the Cambridgeshire Green Infrastructure
	infrastructure?		Strategy 2011. Potential to be beneficial if
			limited development could deliver wider GI
			vision for the area.
I ANDSCADE TO	OWNSCAPE AND CU	I TURAL HEI	
•		LIONALIILI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Development of this site will need to include
			considerable landscape enhancement in
			order to ensure that a strong and defensible
			Green Belt boundary is created.
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – While the
			report notes that the whole of sector 11 is
			assessed as supportive landscape, it also
			notes that limited development on the
			relatively flat ground in the western parts of
			the sector, in both sub areas 11.1 and 11.2,
			in which GB1 and GB2 are located, could
			be undertaken without significant long-term
			harm to Green Belt purposes subject to the

		early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Greenbelt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge eastward and would have an impact on compactness; Coalescence – Green: There would be no coalescence issues related to this site; Setting of Cambridge – Amber: The setting of the City could be maintained if develop were restricted to 2-storey and include landscape buffer areas; Key views of Cambridge – Amber: Views of the site from the west are partially screened by existing vegetation to the west of the site; Soft green edge - Amber: There is a lesser quality existing soft green edge to Alwyne Road (garden boundaries) which could be replicated and improved

- to the west of the site;
- Distinctive urban edge Green: No effect on distinctive urban edge;
- Green corridors Green: There would be no loss of land associated with a recognised green corridor;
- Green Belt villages Green: The proposed development would not affect Green Belt villages;
- Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate.

Overall amber: although development of the site would negatively affect Green belt purposes there would be opportunities to mitigate.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:

 The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.

			A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus
			minimising the perception of
			encroachment into the countryside.
			The rising topography of the Gog Magog
			Hills would be kept open, retaining a key
			feature of the setting of the city, and
			open rural land would be retained at the foot of the hills, protecting the
			foreground in key views and those of
			more localised importance.
			·
Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or
	enhance sites, features or areas of		within the setting of such sites, buildings and features, with potential for negative
	historical,		impacts capable of appropriate mitigation
	archaeological, or		pacie sapazio di appropriato intigationi
	cultural interest		Extensive late prehistoric and Roman
	(including		cropmarked sites known. A pre-
	conservation		development archaeological survey should
	areas, listed		be required.
	buildings, registered parks		
	and gardens and		
	scheduled		
	monuments)?		
CLIMATE CHAN		l	
Renewables	I WILL IT CLINDOFF TOO		
T to To Trabile	Will it support the		AMBER = Standard requirements for
Tronomasios	use of renewable		AMBER = Standard requirements for renewables would apply
Flood Risk			·
	use of renewable energy resources?		renewables would apply
	use of renewable energy resources? Will it minimise risk to people and property from		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial
	use of renewable energy resources? Will it minimise risk to people and property from flooding, and		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of
	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of
	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which
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Flood Risk	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure
Flood Risk	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site
Flood Risk HUMAN HEALTH	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is
Flood Risk HUMAN HEALTH	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site
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Flood Risk HUMAN HEALTH	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site
Flood Risk HUMAN HEALTH	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically accessible open		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Flood Risk HUMAN HEALTH Open Space Distance: Outdoor Sport	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision.
Flood Risk HUMAN HEALTH Open Space Distance:	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically accessible open space? How far is the		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision.
Flood Risk HUMAN HEALTH Open Space Distance: Outdoor Sport	use of renewable energy resources? Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)? HAND WELL BEING Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor		renewables would apply AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required. GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision.

Cocilities	nooroot play anass	
Facilities	nearest play space for children and	
	teenagers?	
	leenagers:	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	7 (WBER = No Impaor
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R =>800m
District or Local	from the nearest	
Centre	District or Local	
	centre?	
Diotopoo: City	How far is the site	R =>800m
Distance: City Centre	from edge of	K =>000III
Centre	defined Cambridge	
	City Centre?	
	,	
Distance: GP	How far is the	R =>800m
Service	nearest health	
	centre or GP	
	service?	
May Lagal	\\/:!! :t :	ANADED No impost on facilities (or
Key Local Facilities	Will it improve quality and range	AMBER = No impact on facilities (or
racilities	of key local	satisfactory mitigation proposed).
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community activities?	
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	_
	communities?	Good scope to integrate with existing
		communities through good design
		connectivity and appropriate community
		provision to aid integration, possibly in
		conjunction with site CC930 (GB1) to the
ECONOMY		north.
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(345.1490)	and employment	Cambridge according to the Index of
		I was a second to the mook of

	alamin e Cara	Multiple Dennius Care 0040
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	Site in Queen Edith's LSOA 7995: 3.99
	Kings Hedges?	Site in Queen Editing ESOA 1995. 5.99
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Wulfstan
	of Cambridge,	Way, but this is greater than 800m away.
	town, district and	The development of the site is unlikely to
	local centres?	have an impact on the existing hierarchy,
		but the site would have relatively poor
Employment -	How far is the	access to local shopping. How far is the nearest main employment
Accessibility	nearest main	centre?
Accessibility	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
	Contro.	employment or is for another non-residential
		use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Improvements to utilities required. The
	infrastructure, including	Improvements to utilities required. The developer will need to liaise with the
	communications	relevant service provider(s) to determine the
		appropriate duity infractionation provident
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
		Expect appropriate education provision to
		be made for. For smaller sites this is likely
		to be off site.
Distance:	How far is the	R ->800m
		N =>00011
ary Corloof		
	infrastructure and broadband? Is there sufficient education	appropriate utility infrastructure provision. AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to

Casandami		
Secondary School	nearest secondary	
TRANSPORT	school?	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Cycle Noules	routes are	AMBER = Medidiff quality off-road patri.
	accessible near to	Babraham Rd off-road facility could be
	the site?	widened up towards the Addenbrooke's
		roundabout to improve routes out towards
		Addenbrooke's and Long Rd. Routes from
		the north of the development would be via
		Worts' Causeway which has quite a high
		level of traffic in the evening peak. As above
		extending the access restriction to the
HQPT	la thara Lligh	evening peak could be considered. RED = Service does not meet the
HQPI	Is there High Quality Public	requirements of a high quality public
	Transport (at edge	transport (HQPT)
	of site)?	transport (Fig. 1)
		Site is more than 500m from a bus route.
		Service does not meet the requirements of
		HQPT.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport Score	mechanism has	
(SCDC)	been developed to consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance has		C Within COOm (4)
Distance: bus stop / rail station		G = Within 600m (4)
Frequency of		GG = 10 minute frequency or better (6)
Public Transport		CC = 10 minute requestey of better (0)
Public transport		G = 21 to 30 minutes (4)
journey time to		,
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		0.551
Centre		3.55km ACF
Distance:	How far is the site	R = >800m
Railway Station	from an existing or	N = 2000III
. taninay otation	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	The site has direct access from Babraham
	available capacity?	Road, but third party land appears to
		separate the site from Worts' Causeway.

		This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.
		S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
		A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts' Causeway. The development surrounds Cherry Hinton Road/ Limekiln Hill Road and these existing adopted public highways may require improvement/ alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road/Babraham Road junction.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

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Peterhouse Technology Park

Site description: Arable open field south of Fulbourn Road

Current use(s): Agriculture

Proposed use(s): Employment

Chalk Pit (disused) Cumulus

Site size (ha): South Cambridgeshire: 0 Cambridge: 2.3

Potential residential capacity: n/a

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the	GREEN = Neutral. Development would not affect grade 1 and 2 land.
	best and most	Site is classified as urban land.

Minerals	versatile agricultural land? Will it avoid the	
Minerals		
Willierais		GREEN = Site is not within an allocated or
	sterilisation of	
· ·	economic mineral	safeguarded area.
DOLLUTION	reserves?	
POLLUTION	Would the	AMPED Citalian and a surrous of air
Air Quality		AMBER = Site lies near source of air
	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	
	impact/worsening	An air quality assessment would be
	of air quality?	required.
A O N A A	1 (1 % 20.2	OUR INDICATOR L. (I 'I. 'II.'
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Noise and vibration: Some industrial/
	is developed, as a	commercial uses and associated plant may
	receptor or	impact on adjacent residential. This will
	generator	require assessment and mitigation.
	(including	
	compatibility with	Light pollution: Some industrial/commercial
	neighbouring	uses are likely to have security and
	uses)?	floodlighting which will require assessment
		and mitigation. Other agencies should be
		consulted regarding the impact on wildlife,
		night sky and the County Council regarding
		impact on public highway.
		Odour: Industrial /commercial uses can
		have odour impacts that may impact on
		nearby properties and will require mitigation.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A contamination assessment is required –
		site adjacent to a former quarry.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY		
	Will it conserve	AMBER = Contains or is adjacent to an

	T			
Sites	protected species and protect sites designated for nature conservation interest, and geodiversity?		existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site is 30m from Cherry Hinton Pits SSSI. Site is close to a number locally designated	
	(Including International and locally designated sites)		sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts' Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).	
			Site borders Limekiln Local Nature Reserve. Development could increase disturbance to site with new official or unofficial access.	
Biodiversity	Would development reduce habitat fragmentation, enhance		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links	
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Full ecological surveys would be required in order to assess potential impacts. Appropriate development of site could help realise the Green Infrastructure Strategy vision.	
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees Pre-development tree survey to British Standard 5837 may be required.	
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure The site is on the edge of an area identified as strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure	
LANDOCADE TO		TUDAL	strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE				

	T	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on
		however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising
		effects of development on the countryside".
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of development?	Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the

		development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside".
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Green Belt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Green: sensitive, limited and low level development could be considered with no impact on separation; Setting of Cambridge – Amber: the site is on the existing urban edge and discretely located. Sensitively designed development at the same contour including a landscape buffer would have limited impact on setting; Key views of Cambridge – Amber: There are expansive views from higher ground to the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the existing housing and landscaped; Soft green edge – Amber: The existing garden boundary, green edge could be recreated and improved on within a landscape buffer area; Distinctive urban edge – Green: no effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor;

- Green Belt villages Green: there would be no impact on Green Belt villages;
- Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character.

Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area (Sector 12, subarea 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1, in which site GB3 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the

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		 countryside. The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Rear of Ainsdale and Tweedale. An archaeological condition is required to enable archaeological evidence to be suitably recorded prior to construction.
CLIMATE CHANG	,	
Renewables	Will it support the use of renewable	AMBER = Standard requirements for renewables would apply
	energy resources?	
Flood Risk	Will it minimise risk to people and property from flooding, and account for all	GREEN = Flood Zone 1 / low risk Site is in flood zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential
	costs of flooding (including the	flow routes from adjacent high land.

	economic,	
	environmental and	
	social costs)?	
HUMAN HEALTI	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site
	space:	providing minimum onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	G =<400m Site is within 400m (as the crow flies) of Cherry Hinton High Street local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible

	community	
	community activities?	
Integration with	How well would the	AMBER = Adequate scope for integration
Existing	development on	with existing communities
Communities	the site integrate	Development and feel to let all from
	with existing	Development could feel isolated from
	communities?	existing community, although any issues
		could be overcome with good urban design
		and site connectivity.
ECONOMY	T	
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
	and employment	(LSOA) within Cambridge
	deprivation	
	particularly in	Site is in Cherry Hinton LSOA 7960: 20.41
	Abbey Ward and	(within 40% most deprived LSOA).
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is fairly
	of Cambridge,	large and performing well. Additional
	town, district and	population at this site may help to support
	local centres?	this centre.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
		employment or is for another non-residential
		use
Employment -	Would	GG = Development would significantly
Land	development result	enhance employment opportunities
	in the loss of	
	employment land,	As a result of the consolidation of ARM on
	or deliver new	one campus, development at this site
	employment land?	should enhance employment opportunities
	' '	by freeing up employment space elsewhere
		in the area.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	······3-····
	infrastructure,	Improvements to utilities required. The
	including	developer will need to liaise with the
	communications	relevant service provider(s) to determine
	infrastructure and	appropriate utility infrastructure.
	broadband?	appropriate utility illinastructure.
	Dioaubaliu:	

Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places
Distance: Primary School	How far is the nearest primary school?	G =<400m Site is for employment.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new) Site is for employment.
TRANSPORT	1	
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
		This side of Fulbourn Road has no cycling provision and speeds can be high and cyclists will need to cross the busy junction to join the on-road cycle land or off-road path along Cherry Hinton Road.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service Site is within 100m for a bus route. Service does meet the requirements of HQPT.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus		GG = Within 400m (6)
stop / rail station Frequency of		GG = 10 minute frequency or better (6)
Public Transport		Citi 3 service
Public transport journey time to		A = 31 to 40 minutes (3) 34 minutes (Cherry Hinton, Headington

City Centre		Drive - Cambridge, St Andrews Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 3.69 km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m A = 400 - 800m G = <400m
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lie between it and the highway through the car parks of either Ainsdale or Tweedale, which has some internal problems of its own.
		This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.
		S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location 7 -
	Land Between Babraham Road and Fulbourn
	Road
Site reference number(s): CC932	
Consultation Reference numbers: GB4	
Site name/address: Fulbourn Road West	2
Map:	
PSSL OF CONTRACTOR OF THE PSSL	ROAD BS 18m BS

Peterhouse Technology Park

■ District Boundary

Site description: Arable open field south of Fulbourn Road.

Current use(s): Agriculture

m halk Pit disused) umulus

Proposed use(s): Employment

Site size (ha): South Cambridgeshire: 0 Cambridge: 1.4

Potential residential capacity: n/a

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most	GREEN = Neutral. Development would not affect grade 1 and 2 land. Approx. 80% of the site is on urban land
	versatile	with the remainder of the site split equally

	agricultural land?	between Grade 2 and Grade 3 land.
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Milloraio	sterilisation of	safeguarded area.
	economic mineral	Saloguardou aroa.
	reserves?	
POLLUTION	10001700:	
Air Quality	Would the	AMBER = Site lies near source of air
7 iii Quanty	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	am quamity date of the mineral of
	impact/worsening	An air quality assessment will be required.
	of air quality?	
	1 2 2 1	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000m of an AQMA, M11, or
	A14?	A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Noise and vibration: Site adjoins
	is developed, as a	Peterhouse Technology Park. Some
	receptor or	industrial and commercial uses and
	generator	associated plant may impact on adjacent
	(including	commercial properties and residential. This
	compatibility with	will require assessment and mitigation
	neighbouring	
	uses)?	Light pollution: Some Industrial/commercial
		uses are likely to have security and
		floodlighting which will require assessment
		and mitigation.
		Other agencies should be consulted
		Other agencies should be consulted regarding the impact on wild life, night sky
		and the County Council regarding impact on
		public highways.
		Odour: Some industrial /commercial uses
		can have odour impacts that may impact on
		nearby properties and will require mitigation.
		Tically proportion and will require miligation.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A contamination assessment is required.
		The site is adjacent to an industrial/
		commercial estate.
Water	Will it protect and	GREEN = No impact / Capable of full
vval e i	will it protect and	
vvalei	where possible	mitigation
vvalei		

	environment?	
BIODIVERSITY	J. O. IVII O. III I. O. III I.	<u> </u>
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site is 200m from Cherry Hinton Pit SSI. Site is close to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts' Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links. Full ecological surveys would be required in order to assess potential impacts. Appropriate development of site could help realise the Green Infrastructure Strategy vision
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees. There are no protected trees on the site. Pre-development tree survey to British Standard 5837 may be required.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?	GREEN = Development could deliver significant new green infrastructure The site is on the edge of an area identified as strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.

Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be
		designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising
		effects of development on the countryside".
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of development?	Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins
		existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the

		development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 12 is assessed to be supportive landscape. The limited area of flatter land on the northern part of sub area 12.1 forms part of the rural foreground to the city as seen in elevated views from the south east. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that "Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate
Green Belt	What effect would the development of this site have on Green Belt purposes?	 built form and to minimise the urbanising effects of development on the countryside". Amber: negative impact on Green Belt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Green: sensitive, limited and low level development could be considered with no impact on separation; Setting of Cambridge – Amber: the site is on the existing urban edge and discretely located. Sensitively designed development at the same contour including a landscape buffer would have limited impact on setting; Key views of Cambridge – Amber: There are expansive views from higher ground to the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the Technology Park and landscaped; Soft green edge – Amber: The existing soft green edge could be recreated and improved on within a landscape buffer area; Distinctive urban edge – Green: no effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor; Green Belt villages – Green: there

- would be no impact on Green Belt villages;
- Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character.

Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This report has confirmed that this area (Sector 12, subarea 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1, in which site GB4 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park.
- Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

		 The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation An archaeological condition is required to enable archaeological evidence to be suitably recorded prior to construction.
CLIMATE CHAN	,	
Renewables	Will it support the	AMBER = Standard requirements for
IZELIEWADIES	use of renewable energy resources?	renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the	GREEN = Flood Zone 1 / low risk Site is in flood zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential flow routes from adjacent high ground.

			1				
	economic,						
	environmental and						
	social costs)?						
HUMAN HEALTI	HUMAN HEALTH AND WELL BEING						
Open Space	Will it increase the		GREEN = Assumes minimum on-site				
	quantity and quality		provision to adopted plan standards is				
	of publically		provided onsite				
	accessible open						
	space?		No obvious constraints that prevent the site				
			providing full onsite provision.				
Distance:	How far is the		GREEN =<1km; or allocation is not housing				
Outdoor Sport	nearest outdoor						
Facilities	sports facilities?						
Distance: Play	How far is the		GREEN =<400m				
Facilities	nearest play space						
	for children and						
	teenagers?						
	-						
Gypsy &	Will it provide for		AMBER = No Impact				
Traveller	the						
	accommodation						
	needs of Gypsies and Travellers and						
	Travelling						
	Showpeople?						
Distance:	How far is the site		A =400 - 800m				
District or Local	from the nearest						
Centre	District or Local		Approx. 20% of the site is within 400m and				
	centre?		the remainder within 400-800m (as the crow				
			flies) of Cherry Hinton High Street local				
Diotorace Oite	How for in the sales		centre.				
Distance: City	How far is the site		R =>800m				
Centre	from edge of defined Cambridge						
	City Centre?						
	Oity Control						
Distance: GP	How far is the		A =400 - 800m				
Service	nearest health						
	centre or GP						
	service?						
Kay Lasal	\\/\!II		AMPED. No impost on to all the day				
Key Local Facilities	Will it improve quality and range		AMBER = No impact on facilities (or satisfactory mitigation proposed).				
racillues	of key local		satistactory mitigation proposed).				
	services and						
	facilities including						
	health, education						
	and leisure (shops,						
	post offices, pubs						
	etc?)						
Community	Will it encourage		GREEN = Development would not lead to				
Facilities	and enable		the loss of any community facilities or				

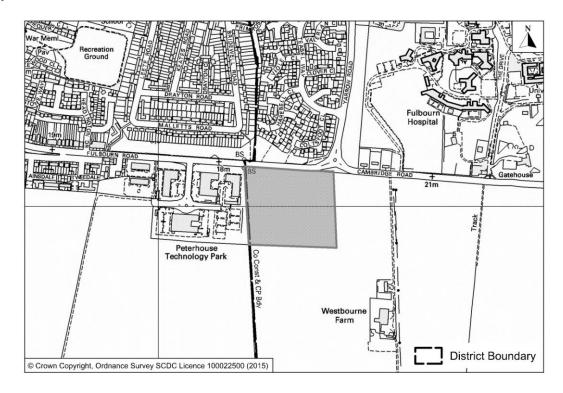
	angagement in	rankacament /annranriata mitigation nacaible
	engagement in community	replacement /appropriate mitigation possible
	activities?	
Integration with	How well would the	GREEN = Good scope for integration with
Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communics	with existing	Create a new community.
	communities?	Note the development is for employment.
ECONOMY	communices:	Note the development is for employment.
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
(Cambriage)	and employment	(LSOA) within Cambridge
	deprivation	(LOOA) Within Cambridge
	particularly in	Site is in Cherry Hinton LSOA 7960: 20.41
	Abbey Ward and	(within 40% most deprived LSOA).
	Kings Hedges?	(Within 40 % most deprived 2007).
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of oxiding control
	supporting the	The site is too small to support a new local
	vitality and viability	centre. The nearest local centre is Cherry
	of Cambridge,	Hinton High Street. The centre is fairly
	town, district and	large and performing well. Additional
	local centres?	population at this site may help to support
		the centre.
Employment -	How far is the	How far is the nearest main employment
Accessibility	nearest main	centre?
,	employment	GREEN = <1km or allocation is for or
	centre?	includes a significant element of
		employment or is for another non-residential
		use
Employment -	Would	GG = Development would significantly
Land	development result	enhance employment opportunities
	in the loss of	
	employment land,	As a result of the consolidation of ARM on
	or deliver new	one campus, development at this site
	employment land?	should enhance employment opportunities
		by freeing up employment space elsewhere
		in the area.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Improvements to infrastructure required.
	including	The developer will need to liaise with the
	communications	relevant service provider(s) to determine the
	infrastructure and	appropriate utility infrastructure provision.
	broadband?	•

Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
	capacity?	Non-residential development.
		Non-residential development.
Distance:	How far is the	G =<400m
Primary School	nearest primary	Non residential development
	school?	Non-residential development
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School TRANSPORT	school?	Non-residential development.
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
	routes are	less than 1.5m width with medium volume of
	accessible near to the site?	traffic. Having to cross a busy junction with high cycle accident rate to access local
	the site?	facilities/school. Poor quality off road path.
		. , .
		This side of Fulbourn Road has no cycling
		provision and speeds can be high and cyclists will need to cross the busy junction
		to join the on-road cycling lane or off-road
		path along Cherry Hinton Road.
HQPT	Is there High Quality Public	GREEN = High quality public transport service
	Transport (at edge	Site is within 400m of other bus services
	of site)?	thank link the site to the city centre and
		other areas.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport Score	mechanism has	
(SCDC)	been developed to consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail station		Fulbourn Road
Frequency of		GG = 10 minute frequency or better (6)
Public Transport		Citi 3 service.
		Oil o solvico.
Public transport		A = 31 to 40 minutes (3)
journey time to		

City Centre		34 minutes – (Cherry Hinton, Headington Drive – Cambridge St Andrews Street).
Distance for cycling to City		GG = Up to 5km (6)
Centre		3.85km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lie between it and the highway; the internal roads to Peterhouse Technology Park are private and may not have been constructed to the Highway Authority's requirements. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	e.g. Edge of Cambridge Broad Location No. 7 Land between Babraham Road and Fulbourn Road
Site reference number(s): SC300	
Consultation Reference numbers: GB5	
Site name/address: Fulbourn Road East	

Map:



Site description: Arable open fields and chalk grassland south of Fulbourn Road to the north of the Gog Magog Hills.

Current use(s): Agricultural land.

Proposed use(s): Employment.

Site size (ha): South Cambridgeshire: 4.29 Cambridge: 0

Update – Inner Green Belt Boundary Study 2015 advises that the site area does not extend beyond the Yarrow Road roundabout.

Potential residential capacity: n/a

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

A a mi a cultura d	Would	AMPED Minor loss of grade 4 and 2
Agricultural Land	development lead	AMBER = Minor loss of grade 1 and 2 land
Lanu	to the loss of the	lanu
	best and most	Approx 70% of the site on Crade 2
	versatile	Approx. 70% of the site on Grade 2
		land, 30% on urban land, but resulting loss would be less than 20ha.
Minanala	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an
	sterilisation of	allocated or safeguarded area.
	economic mineral	
POLLUTION	reserves?	
Air Quality	Would the	AMBER = Site lies near source of air
All Quality	development of the	
	sites result in an	pollution, or development could impact
	adverse	on air quality adverse impacts.
		An air quality accomment will be
	impact/worsening of air quality?	An air quality assessment will be
	or air quality?	required.
AQMA	Is the site within or	SUB INDICATOR: Is the site within or
AQIVIA	near to an AQMA,	near to an AQMA, the M11 or the A14?
	the M11 or the	GREEN = >1000 m of an AQMA, M11,
	A14?	or A14
Pollution	Are there potential	AMBER = Adverse impacts capable of
Foliation	odour, light, noise	adequate mitigation
	and vibration	
	problems if the site	Noise and vibration: Some industrial
	is developed, as a	and commercial uses and associated
	receptor or	plant may impact on adjacent
	generator	commercial properties and near by
	(including	residential. This will require
	compatibility with	assessment and mitigation.
	neighbouring	assessment and mitigation.
	uses)?	Light pollution: Industrial/commercial
	4303):	uses are likely to have security and
		floodlighting which will require
		assessment and mitigation.
		assessment and mitigation.
		Other agencies should be consulted
		regarding the impact on wild life, night
		sky and the County Council regarding
		impact on public highways.
		Impact on public mgmways.
		Odour: Some industrial /commercial
		uses can have odour impacts that may
		impact on nearby properties and will
		require mitigation.
Contamination	Is there possible	AMBER = Site partially within or
Containination	contamination on	adjacent to an area with a history of
	the site?	contamination, or capable of
	the site:	remediation appropriate to proposed
		development (potential to achieve
		benefits subject to appropriate
		mitigation)
		Thinganori)
	1	

	1	
		The site has former potentially contaminative uses. Further contamination assessment is required.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Area is adjacent to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts' Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Species of particular note currently known on or adjacent to the site include a breeding Schedule 1 bird species, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. A large-scale habitat creation scheme could benefit these and other species. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife	GREEN = Development could deliver significant new green infrastructure

and green spaces, through delivery of and access to green infrastructure?

The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.

LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE

Landscape

Will it maintain and enhance the diversity and distinctiveness of landscape character? GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)

Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 13 is assessed to be supportive landscape. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that any new development should:

 "be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

		 The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate". New development to be reduced in size so that it does not extend beyond the Yarrow Road roundabout.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 13 is assessed to be supportive landscape. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that any new development should: • "be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside. • The scale and grain should be similar to the existing development on this edge of Cambridge.

		Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate". New development to be reduced in size so that it does not extend beyond the Yarrow Road roundabout.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 AMBER = negative impact on Greenbelt purposes To preserve the unique character of Cambridge – Red: Development would extend the urban edge south and would have an impact on compactness; Coalescence – Amber: Development would take the urban edge closer to Fulbourn; Setting of Cambridge – Amber: There are no views to or direct associations with the collegiate or historic core from this area. Sensitive, limited and low level development which included landscape and matched the contours of the Peterhouse Technology Park would limit impact on setting; Key views of Cambridge – Amber: There are expansive views from the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the existing adjacent Technology Park; Soft green edge – Amber: Areas to north of Fulbourn Road slightly degrade existing edge. Soft green edge could be enhanced and improved on; Distinctive urban edge – Green: no effect on distinctive urban edge; Green corridors – Green: there would be no loss of land associated with a green corridor; Green Belt villages – Amber: Development would take the urban edge closer to Fulbourn Hospital and might impact that part of the village; Landscape with a strongly rural character – Amber: The site has a

rural character. Its development would have a negative impact on this character.

Overall conclusion – Amber: If development were confined to the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.

UPDATE INNER GREEN BELT **BOUNDARY STUDY 2015 - This** sector (Sector 13, sub area 13.1) plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital. The report does, however, that limited development on the relatively flat ground in the north west of sub area 13.1, in which Site GB5 is located, could be undertaken without significant long-term harm to the Green Belt if carefully planned and designed in accordance with the following parameters:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- The boundary of any land released in the north western corner of sub area 13.1 should extend no further than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout.
- Any new development on land released from Green Belt should be

		designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside. The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely to be most appropriate. These parameters would avoid significant harm as follows: The new Green Belt boundary would not significantly increase the extent of the city from the historic core, aligning with the existing boundaries around the Peterhouse Technology Park and Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would not affect perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views. The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation

	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	National Grid Reference (centred) Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20 th century ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (e.g. MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Ro Rd) traverses the site and is likely to have road side settlements along its route. A programme of archaeological works should be undertaken prior to the
OLIMATE OLIAN		submission of any planning application.
CLIMATE CHAN		AMPED OF LANGE
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk The location lies within Flood Zone 1, lowest risk of fluvial flooding. No surface water issues. Development should be mindful of potential flow routes from adjacent high land.
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing minimum onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing

Distance Di	11 (- !- 0-		AMDED 400 000			
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		AMBER =400 -800m			
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact			
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		A =400 - 800m Approx. 50% of the site is within 400 and 800m of Cherry Hinton High Street local centre.			
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m			
Distance: GP Service	How far is the nearest health centre or GP service?		A =400 - 800m Approx 50% of the site is between 400 and 800m of Cherry Hinton Medical Centre, 34 Fishers Lane, Cherry Hinton, CB1 4HR			
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).			
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible			
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Allocation is proposed for employment development.			
ECONOMY						
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.			

Shopping	particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge? Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	Site in Fulbourn LSOA 8243: 11.41 GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	GG = Development would significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places Non-residential development.
Distance: Primary School	How far is the nearest primary school?	G =<400m Non-residential development
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)

		Non-residential development
Cycle Routes	What type of cycle routes are accessible near to the site?	DARK RED = no cycling provision and traffic speeds >30mph with high vehicular traffic volumes This side of Fulbourn Road has no cycling provision and speeds can be high and cyclists would need to cross a busy junction to join the on-road cycle lane or off-road path along Cherry
HQPT	Is there High Quality Public Transport (at edge of site)?	Hinton Road. GREEN = High quality public transport service. Site is within 400m of other bus services that link the site to the city centre and other areas.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6) Citi 3 service.
Public transport journey time to City Centre		A = 31 to 40 minutes (3) 35 minutes (Cherry Hinton, Yarrow Road – Cambridge, St Andrews Street). GG = Up to 5km (6)
cycling to City Centre		4.26Km
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Yes with mitigation. Technically it would be possible to provide access. The internal roads to Peterhouse

		Technology Park are private and may not have been constructed to the Highway Authority's requirements. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

Development Sequence Edge of Cambridge (Broad Location 3),

Site reference number(s): CC924

Consultation Reference numbers: CC924

Site name/address: Land West of Trumpington Road





Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.

Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields

Proposed use(s): Residential

Site size (ha): 45.30ha Cambridge only:

Potential residential capacity: 1019-1529

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

	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land. Approximately 75% of the site (33 hectares) is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	RED = The development will have a significant adverse impact in air quality due to increased traffic. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. Site adjacent to major road. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY	Liamin	Lauren o de la
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	locally designated		
Biodiversity	sites) Would		AMBER = Development would have a
	development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, TO	WNSCAPE AND CU	LTURAL HER	RITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. There would be severe negative impact to the setting of the City by changing the rural
			nature of the west side of Trumpington Road and opening views from the river corridor. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area
			is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the

		M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the M11. It also forms part of the setting for the River Cam corridor. Trumpington Road is considered to be Distinctive townscape that is important in the approach to Cambridge.
Green Belt	What effect would the development of this site have on Green Belt purposes?	 RED RED = Development on the entire proposed area would have a severe negative impact. To preserve the unique character of Cambridge – amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City; Coalescence – amber: There would be some effect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road; Setting of Cambridge – red: There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor; Key views of Cambridge – red: There would clear views to the development from Grantchester Meadows and the river corridor which would disrupt views of historic and collegiate core of the City; Soft green edge – red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred; Distinctive urban edge – green: The existing urban edge is rural in nature; Green corridors – red: The site severely impacts on the river green corridor;

		 Green Belt villages – green: No impact; Landscape with a strongly rural character – red: The landscape has a rural character despite being on the urban edge. Overall conclusion = red, red: Development on this site has potential to have a severe negative impact. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study. The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
CLIMATE CHAN		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply

Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
HIIMAN HEALTI	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	AMBER. Approximately 10% of the site is within 400-800m (as the crow flies) of Grantchester Street, Newnham local centre. An additional 10% is within 400-800m of Trumpington local centre. The remaining 80% of the site is beyond 800m of a local centre. The site has been scored amber as it is large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	A =400 - 800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range	AMBER = No impact on facilities (or satisfactory mitigation proposed).

Community	of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres. The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in key community services and infrastructure, including communications infrastructure and broadband?	mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	Green: Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ODEEN Drawidita a throng to a
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN. Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances. Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City		GG = Up to 5km (6)

Centre		
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Appendix 2: Cambridge East – Land North of Cherry Hinton – Joint Sustainability Appraisal Pro Forma

Site Information

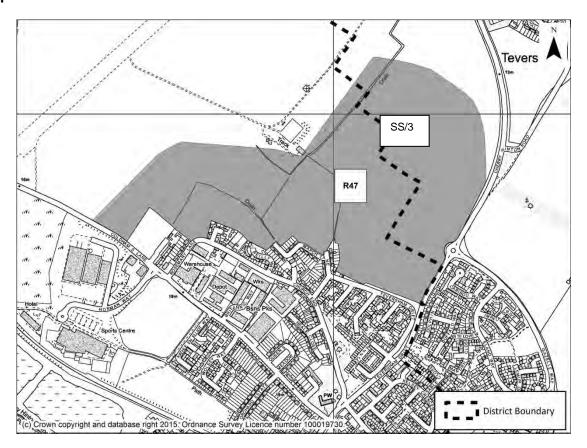
Development Sequence

Site reference number(s): R47 and land allocated in policy SS/3

Consultation Reference numbers: R47 and land allocated in Policy SS/3

Site name/address: Land north of Cherry Hinton

Map:



Site description: Open agricultural and airport land to the southeast of Cambridge Airport and north of Church End, Coldham's Lane and Cherry Hinton, adjacent to proposed site allocation R41: Land north of Coldham's Lane.

Current use(s): Agriculture and airport uses.

Proposed use(s): Residential and associated uses including a local centre, schools and open space.

Site size (ha): 46.83 ha. - South Cambridgeshire: 15.83 ha. Cambridge: 31.00 ha.

Potential residential capacity: 1,200 dwellings in total with 780 in Cambridge and 420 in South Cambridgeshire.

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	·
	use of previously	
	developed land?	
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land	development lead	grade 1 and 2 and land
Lanu	to the loss of the	graue i anu z anu ianu
	best and most	Approximately half of the site is Grade 2
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	Mandal da a	AMDED O'LL' L'ANDED AND AND AND AND AND AND AND AND AND AN
Air Quality	Would the development of the	AMBER = Site lies near source of air
	sites result in an	pollution, or development could impact on air quality adverse impacts.
	adverse	an quanty adverse impacts.
	impact/worsening	The site would be a significant trip generator
	of air quality?	(and therefore add to local emissions) and
		would require an Air Quality Impact
l		Assessment under current policies and
		likely to require mitigation to meet policy
	1 1 1 1 11	objectives.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA, the M11 or the	A14
	A14?	
Pollution	Are there potential	Noise and vibration: Receptor: Amber:
	Odour, light noise	The site is adjacent to the Airport fire
	and vibration	training facilities. Fire training is undertaken
	problems if the site	and can include lighting fires, fire engine
	is developed, as a	and planting equipment noise that may
	receptor or	cause an adverse impact on amenity. The
	generator	Amber score is conditional on the relocation
	(including compatibility with	of the facility.
	neighbouring	Receptor: Amber: Site near Cambridge
	uses)?	Airport - noise from aircraft movements
		including flight school and helicopters,
		commercial activities including engine
		testing as well as traffic noise from
		Coldham's Lane will require assessment as
		part of the planning application process.
l		Mitigation measures including detailed
l		layout and design of the development and
		specific mitigation measures within the built fabric of development as may be necessary
		Tablic of development as may be necessary
		Generator Green: No adverse impact or
		capable of full mitigation.
		·
		Light pollution: Receptor: Amber: There
		could be adverse light impacts from the fire
		training sessions under dark light
		conditions.
		Congretor: Ambor: Detential for external
		Generator: Amber: Potential for external

		domestic lighting to impact on operations at the Airport. Liaison between developer and Airport will be necessary. Any adverse impacts are capable of mitigation. Odour problems: Receptor: Amber: The proximity of the site to the fire training centre has the potential to generate significant odour and smoke. Complaints from the fire drills may cause an adverse impact on amenity. The Amber score is conditional on the relocation of the facility. Generator: Green. No adverse effect of capable of full mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site currently forms part of the Marshall Cambridge Airport which incorporates a number of current and historic potentially contaminative uses, and is within 250m of the former Coldham's Lane landfills. Further contamination assessment will be required as part of the planning process.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation. Not within Source Protection Zone 1.
BIODIVERSITY	l .	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site contains Teversham Drift Hedgerow City Wildlife Site. Potential to incorporate into development given sufficient buffer to the built environment. Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links. Potential to retain existing habitat features

	deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		and enhance current arable fields through a considered landscaping scheme, integrating open space provision and surface water drainage. Opportunities to create a shared natural green space provision could offer the maximum gain for biodiversity. Farmland species such as Brown Hare, require large open spaces to be retained if to continue to use the site. (N.B. This assessment had been undertaken as a desk based exercise and is
			not informed by any up to date survey information).
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees. There are no Tree Preservation Orders on or near the site. (N.B There is a small area of hedgerow and trees adjacent to the drain in the southern part of the site that are of landscape and habitat value within the site. Given the current land management, TPOs may not
			have been appropriate but these trees are
Green Infrastructure	Will it improve access to wildlife and green spaces,		likely to be worthy of protection) AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation.
	through delivery of and access to green infrastructure?		Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species. Opportunity to increase biodiversity within any new natural open space. Including retention, buffering and long term management of the existing hedgerow, hedgerow trees, woodlands and ditches.
•	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)

	and scale of	
	development?	
Green Belt	What effect would	GREEN = No impact or Minor positive
Green Beit	the development of	impact on Green Belt purposes.
	this site have on	impact on Green Belt purposes.
	Green Belt	The site is not in the Green Belt.
	purposes?	The die is not in the Green Beit.
	parpooot.	Green Belt site was released as part of the
		2006 Cambridge Local Plan & Cambridge
		East AAP
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation.
	archaeological, or	
	cultural interest	Significant archaeological evidence is
	(including	present in many parts of the site which will
	conservation	require excavation in advance of any
	areas, listed	development for which consent may be
	buildings,	granted.
	registered parks	
	and gardens and scheduled	
	monuments)?	
CLIMATE CHAI		
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	11,
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		Some risk of surface water flooding around
		the periphery and middle of the site.
		Capable of mitigation although could affect
LIIMAN UEALT	LL AND WELL BEING	site density.
	TH AND WELL BEING Will it increase the	GREEN = Assumes minimum on-site
Open Space	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite.
	accessible open	provided eriolic.
	space?	No obvious constraints that prevent the site
	- /	providing minimum on - site provision.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	,
Facilities	sports facilities?	Site is within 1km of nearest outdoor sports
		facilities and will provide its own outdoor
		sports facilities.
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space	
	for children and	Site is within 400m of children's / teenager's
	teenagers?	play space and will make its own provision
Our access	AA/III is a mandal of	for children and teenagers.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	

	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	2 (22
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	The site will include a new local centre.
	centre?	
Diotomos City	Llow for in the nite	D . 000m
Distance: City Centre	How far is the site from edge of	R = >800m
Centre	defined Cambridge	
	City Centre?	
	Only Control	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	The majority of the site is more than 800m
	service?	from the nearest health centre or GP
		service.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
1 domaio	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	F
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	
ECONOMY	1=	
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Local Super Output Areas
	and employment	(LSOA) within Cambridge.
	deprivation	
	particularly in	
	Abbey Ward and Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	hierarchy,	

	1	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
Lanu	in the loss of	l is for employment development
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	
	including	
	communications	
	infrastructure and	
	broadband?	
Education	Is there sufficient	AMBER = School capacity not sufficient,
		·
Capacity	education	constraints can be appropriately mitigated
	capacity?	
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	While the majority of the site over 800m
		from a primary school, the site is large
		enough to provide its own facilities.
Distance:	How far is the	A = 1 to 3 km.
Secondary	nearest secondary	
School	school?	There is a proposal to provide a new
3011001	30110011	secondary school to the east of the City.
		Score would change to Green if the school
TDANODODT		is located on or close to this site.
TRANSPORT	1140	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Good links to Tins path (has been upgraded
	the site?	but still has pinch point at bridge) and on to
		city centre; Cherry Hinton High St has poor
		on road provision but scheme to improve
		cycle provision currently under consultation,
		poor links to North and East with no
		provision on Coldham's Lane.
HODT	la thara High	•
HQPT	Is there High	GREEN = High quality public transport

	1 =	
	Quality Public	service.
	Transport (at edge of site)?	The Citi 1 route runs along the edge of the site on Cherry Hinton Road in South Cambridgeshire. The route that runs along Coldham's Lane (route 17), is not a high quality service.
Sustainable Transport	Scoring mechanism has	DARK GREEN = Score 19-25 (20) Total score of 20
Score (SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score of 20
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport		GG = 10 minute frequency or better (6)
Public		A = 41 to 50 minutes (2)
transport		7 = 11 to 55 mindtes (2)
journey time to City Centre		
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	Provision of access via Cherry Hinton Road / Teversham Drift likely to be acceptable subject to detailed design. Access onto Coldham's Lane will require careful consideration of how this would work with existing junctions to the east.
		Any access strategy should seek to minimise rat-running, including via Rosemary Lane and Church End, and also provide permeability into the existing built-up areas for pedestrians and cyclists.
		Pedestrian and cycle connections to 'the Tins' cycle route together with safe crossing of Coldham's Lane is likely to be an important consideration, together with a

		review of provision for cyclists on the Coldham's Lane corridor itself given the carriageway is narrow and speeds can be high.
		If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment (TA) and Travel Plan.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information

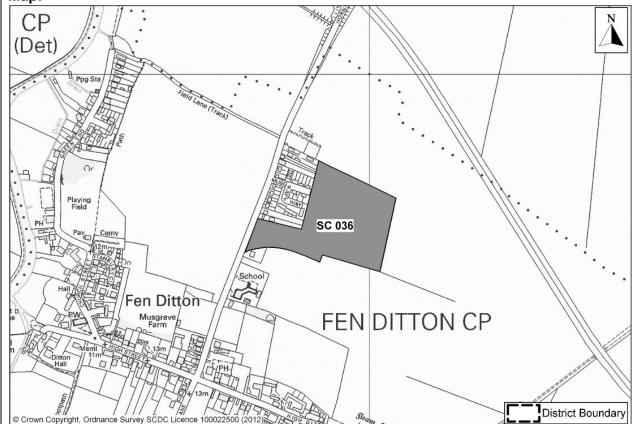
Development Sequence Edge of Cambridge (Broad Location 9),

Site reference number(s): SC036

Consultation Reference numbers: SC036

Site name/address: Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)

Мар:



Site description: The site is located to the east of Horningsea Road, on the north eastern edge of Fen Ditton. The site forms an inverted 'L' shape to the south and west of a small group of residential properties, and a further residential property lies to the south. It is surrounded on all other sides by open agricultural land and is very visible from higher ground. The site comprises two areas of land; with allotments in the southern part and agricultural land to the rear of the residential properties. The allotments are well screened from the road by dense hedgerows and there is a hedgerow along the southern boundary. The eastern and parts of the northern boundary are exposed to views across the wider landscape, as is the agricultural land to the rear of the residential properties.

Current use(s): Allotments and agricultural

Proposed use(s): 216 dwellings with public open space

Site size (ha): South Cambridgeshire: 5.36 Cambridge: 0.00

Potential residential capacity: 120

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
A ariquitural	Would	Amber: Just under half of the site is Grade
Agricultural Land		
Lanu	development lead	2, the rest Grade 3.
	to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	AMBER = Site or a significant part of it falls
	sterilisation of	within an allocated or safeguarded area,
	economic mineral	development would have minor negative
	reserves?	impacts
POLLUTION		LODEEN ME : 1
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact.
	sites result in an	
	adverse	
	impact/worsening	
	of air quality?	
AQMA	Is the site within or	SUB INDICATOR: Is the site within or near
AQIVIA	near to an AQMA,	to an AQMA, the M11 or the A14?
	the M11 or the	AMBER = <1000 m of an AQMA, M11 or
	A14?	•
	A14?	A14. Within 260m at closest point.
Pollution	Are there potential	AMBER = Adverse impacts capable of
	odour, light, noise	adequate mitigation. Significant Road
	and vibration	Transport noise.
	problems if the site	Transport Holder
	is developed, as a	
	receptor or	
	generator	
	· ·	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination.
	the site?	area mar a motory of contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation.
	enhance the quality	
	of the water	
	environment?	
BIODIVERSITY	OHVIROHINGHIL!	
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
200	and protect sites	recognised as containing protected species,
	Taria protott sites	recognised as containing protected species,

	1		
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
Diodiversity			negative impact on existing features or
	development		
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		
	help deliver habitat		
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
11.0	site or immediately		any protected trees
	adjacent protected		any protected frees
	by a Tree		
	Preservation Order		
0	(TPO)?		ANADED. No cientificant apportunities on
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		
	green		
	infrastructure?		
	OWNSCAPE AND CU	LTURAL HE	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		The site would introduce a substantial area
	character?		of development into the foreground of the
			city setting when viewed from the north and
			east.
			ouot.
			UPDATE INNER GREEN BELT
			BOUNDARY STUDY 2015 – The parts of
			this sector closest to Fen Ditton, including
			sub area 1 and the western edge of sub
			area 2, are identified as Supportive
			landscape. These areas form an important
			part of the setting of Fen Ditton, as well as
		·	

		well as the separation between Fen Ditton and Cambridge. These areas are also characteristic of the flat landscape north east of Cambridge.
		Most of the remainder of sub area 2 and the majority of sub area 3 are considered to be Connective landscapes, largely because they are not distinctive landscapes in their own right and feel somewhat removed from Cambridge, with little evidence of most of the special qualities of Cambridge. The A14 corridor, along the northern edge of sub areas 2 and 3, creates a visual detractor to these sub areas.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	While the development would have little impact on the edge of Cambridge. It would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The parts of this sector closest to Fen Ditton, including sub area 1 and the western edge of sub area 2, are identified as Supportive landscape. These areas form an important part of the setting of Fen Ditton, as well as well as the separation between Fen Ditton and Cambridge. These areas are also characteristic of the flat landscape north east of Cambridge.
		Most of the remainder of sub area 2 and the majority of sub area 3 are considered to be Connective landscapes, largely because they are not distinctive landscapes in their own right and feel somewhat removed from Cambridge, with little evidence of most of the special qualities of Cambridge. The A14 corridor, along the northern edge of sub areas 2 and 3, creates a visual detractor to these sub areas. A
Green Belt	What effect would the development of this site have on Green Belt	Red, Red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant

purposes? urban area into a rural landscape. To preserve the unique character of Cambridge - red; Coalescence – amber: The site would introduce a significant area of development directly to the north of Fen Ditton and would close one of the green gaps separating the village from the city. The perception of remaining separation would also be reduced; Setting of Cambridge – red: The site would introduce a substantial area of development into the foreground of the city setting when viewed from the north and east: Key views of Cambridge – green: The site does not directly affect key vies of Cambridge which lie to the west of the site: Soft green edge – amber: The edge of Cambridge is formed by a skyline of trees and hedges, with Fen Ditton in the foreground and development would not directly affect it. However greatly increase the proportion of built form when viewed from the north and east: Ditton:

- Distinctive urban edge green: The urban edge lies to the south of Fen
- Green corridors green;
- Green Belt villages red, red: The Development introduces an substantial and highly visible extension to Fen Ditton into an area of supportive landscape;
- Landscape with a strongly rural character – red: The development would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east.

Although not completely joining Fen Ditton to Cambridge green separation would be closed leaving only a short gap to the south of the village.

Overall conclusion = red, red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant urban area into

		a rural landscape.
		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the north east of Cambridge, and the approach to both the Fen Ditton and Cambridge along the B1047 from the north. Sub area 1 plays an essential role in the separation between Fen Ditton and Cambridge, being the only remaining separation between the two settlements. Sub areas 2 and 3 provide separation between the village and the A14, as well as between the future allocated edge of Cambridge and the A14, retaining a rural setting to the city when viewed from the strategic route (this site is in sub area 2). The sector also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation. Fen Ditton Conservation Area. Development would have a significant adverse impact on townscape and the landscape setting of the village.
CLIMATE CHAN	,	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply GREEN = Development would create additional opportunities for renewable energy. DARK GREEN = Development would create significant additional opportunities for renewable energy.
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic,	GREEN = Flood Zone 1 / low risk

	environmental and social costs)?	
ΗΙΙΜΑΝ ΗΕΔΙ ΤΗ	I AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite. Score assumes that the site could accommodate replacement allotments and otherwise achieve the minimum standard of open space on site to plan standards.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable	GREEN = Development would not lead to the loss of any community facilities or

	engagement in community	replacement /appropriate mitigation possible
Integration with Existing Communities	activities? How well would the development on the site integrate with existing communities?	RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses. Development would be isolated from the main part of the village.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres.
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? AMBER = 1-3km
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	G =<400m
Distance: Secondary School	How far is the nearest secondary school?	R = Greater than 3km
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path. There is no provision for cyclists at the southern end of Horningsea Road.
HQPT	Is there High Quality Public Transport (at edge of site)?	RED = Service does not meet the requirements of a high quality public transport (HQPT)
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus		R= Beyond 1000m (0)
stop / rail station Frequency of		GG = 10 minute frequency or better (6)
Public Transport Public transport journey time to City Centre		GG = 20 minutes or less (6)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe	GREEN = No capacity / access constraints

	access to the highway network,	identified that cannot be fully mitigated
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information

Development Sequence

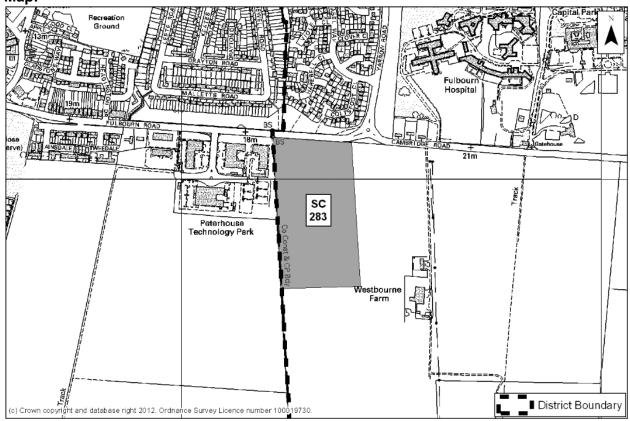
Edge of Cambridge (Broad Location 7),

Site reference number(s): SC283

Consultation Reference numbers: SC283

Site name/address: Land south of Cambridge Road Fulbourn, Cambridge

Map:



Site description: Arable fields, some with hedges and trees, to the south of Cambridge Road. The land rises up to the south towards the Gog Magog Hills. Overlaps SHLAA site 911 in Cambridge. Adjoins sites 283.

Current use(s): Agriculture Arable Crop

Proposed use(s): Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge comprising approximately 2829 dwellings, R&D employment, neighbourhood centre and public open space (24.92 hectares is in South Cambridgeshire, provisionally 712 dwellings)

Site size (ha): South Cambridgeshire: 6.62 ha

Potential residential capacity: 132-199

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

	developed	
	land?	
Agricultural Land	Would development lead to the loss of the best and most versatile	Amber: Approximately 75% of site (5ha) on Grade 2 with the remainder on urban land.
	agricultural land?	
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	1.000.100.	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14. Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required. More than 1000m from an AQMA, M11 or A14.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation. The North of the site is close to Cambridge Road. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation.
Contamination	Is there possible contamination on the site?	Amber: Part of this site is adjacent to an area of unknown filled land. This could be dealt with by condition.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing

	designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		protected species and impacts capable of appropriate mitigation. Adjoins the Gog-Magog SSSI to the south. County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure. The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
•	OWNSCAPE AND CU	LTURAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting;

		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector is all assessed to be supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to Fulbourn and Fulbourn Hospital.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including	AMBER = negative impact on townscape character, incapable of mitigation. While there would be very limited impact on the urban edge of Cambridge, the proposed development may have an effect on
	through appropriate design	Fulbourn Hospital.
	and scale of development?	UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector is all assessed to be supportive landscape. The Gog Magog Hills are a distinctive feature of the setting of Cambridge in their own right, but they also form the backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to Fulbourn and Fulbourn Hospital.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Greenbelt purposes. The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt.
		 To preserve the unique character of Cambridge – red: The visibility of the site would worsen the negative effect on perception of City as compact; Coalescence – amber: The proposed development site would extend up the easternmost slope of the Gog Magog hills. There would be effect on coalescence;

- Setting of Cambridge red: The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting;
- Key views of Cambridge red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site;
- Soft green edge red: The existing soft green edge would be negatively impacted:
- Distinctive urban edge green: No effect on distinctive urban edge;
- Green corridors green: Site is not close to recognised green corridor;
- Green Belt villages amber: The proposed development may have an effect on Fulbourn Hospital;
- Landscape with a strongly rural character – amber: The site has a rural character but the technology park has eroded it slightly. Impact could be mitigated.

Overall conclusion – red: The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt.

UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This sector plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital.

AMBER = Site contains, is adjacent to, or

Heritage Will it protect or

	enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Abuts Fulbourn Hospital Conservation Area. Adverse effect to setting of Conservation Area due to loss of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital. Numerous Bronze Age ring barrows area known in the vicinity. The War Ditches Iron Age defensive site is located to the east and the line of the Via Devana Roman road forms the southern site boundary. Further information would be necessary in advance of any planning application for this site.
CLIMATE CHAN	GE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	GREEN = Flood Zone 1 / low risk
HUMAN HEALTH	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	Green: No obvious constraints that prevent the site providing minimum on-site provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact

Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A =400 - 800m. Half the site is within 400-800m (as the crow flies) of Cherry Hinton High Street local centre with the remainder beyond 800m.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?	A =400 - 800m. Half the site is within 800m of a GP service with the remainder beyond 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	RED. Site is isolated from existing communities with limited opportunities to facilitate community integration.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and	GREEN = No effect or would support the vitality and viability of existing centres

	local centres?	
Employment - Accessibility	How far is the nearest main employment centre?	How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?	G =<400m
Distance: Secondary School	How far is the nearest secondary school?	A =1 to 3 km
TRANSPORT	1	
Cycle Routes	What type of cycle routes are accessible near to the site?	DARK RED = no cycling provision and traffic speeds >30mph with high vehicular traffic volume. This end of Fulbourn Rd has no cycling provision and speeds can be even higher and cyclists will need to cross the busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Rd.
HQPT	Is there High Quality Public Transport (at edge of site)?	Amber: Access to HQPT as defined in part but over 400m away. Site is within 400m of other bus services that link the site to the City Centre and other areas.
Sustainable Transport Score	Scoring mechanism has	RED = Score 0-4 from 4 criteria below AMBER = Score 5-9 from 4 criteria below

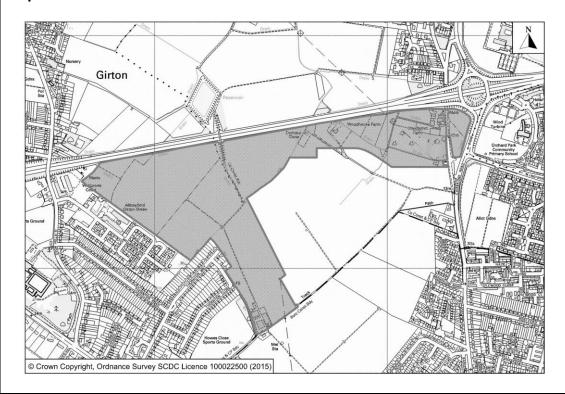
(SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	YELLOW = Score 10-14 from 4 criteria below GREEN = Score 15-19 from 4 criteria below DARK GREEN = Score 19-25
Distance: bus stop / rail station		GG = Within 400m (6)
Frequency of Public Transport) GG = 10 minute frequency or better (6)
Public transport journey time to City Centre		A = 31 to 40 minutes (3)
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information Development Sequence Edge of Cambridge Broad Location 10 Land between Huntingdon Road and Histon Road

Site reference number(s): SC298 (part)
Consultation Reference numbers: GB6

Site name/address: Land south of the A14 and west of Cambridge Road

Мар:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB development on the edge of the city (the NIAB1 and NIAB2 sites). The map shows the area proposed for additional built development which is comprised of two farms, set within grassland and small areas of woodland, to the north east adjoining Histon Road.

The landowners also control the NIAB2 site to the south and the open agricultural land to the north west. They intend to master plan any new allocation in this location with the existing NIAB2 site. The open agricultural land which separates the NIAB 1 and NIAB2 sites from Girton is to be retained as Green Belt in their proposals and used as new public open space to serve the area, which will retain the views across the western part of the site to the historic core of Cambridge.

Current use(s): Agricultural

Proposed use(s): Residential and commercial (approximately 2.9 ha. could be for commercial purposes where it adjoins Histon Road and the A14 junction).

Site size (ha): South Cambridgeshire: 49.13 ha. Cambridge: 0

Potential residential capacity: 132 dwellings (40 dph).

This capacity figure assumes that residential development is confined to the area outside of the Air Quality Management Area (AQMA). Note that the proposers representation refers to between 360 dwellings with commercial development and 447 dwellings with no commercial development.

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land All of the site under the control of the site promoter is Grade 2 land (note the area proposed for built development would be less than 20ha. in area but not retained as agricultural land).
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts 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. 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
POLLUTION		Consultation Area.
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. See below.
AQMA	Is the site within or near to an AQMA, the M11 or the	RED = Within or adjacent to an AQMA, M11 or A14

A14?

The majority of the site is within SCDC's declared Air Quality Management Area (as a result of exceedances 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 residential 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.

Proposals for a mixed residential / commercial development or a commercial / recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments including dispersion modelling 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. Any Air Quality Impact assessment should address not only the impacts in the immediate vicinity of the development but also the wider impacts on air quality within the AQMA including cumulative impacts with other developments in the area.

On balance Env. Health object to the allocation of residential development within the designated air quality management area until noise and air quality impact assessments can demonstrate with a reasonable degree of certainly that it will be technically possible and viable to avoid, mitigate or reduce noise and air quality impacts to prevent new development on site from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air and noise pollution. Consideration of commercial/recreational use within this area may be given to those proposals that can demonstrate with a reasonable degree of certainty that it will be possible to mitigate

		potential impacts on air quality.
		The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account air quality issues. This report does not address short term exposure to PM10 or the impacts of such development on air quality.
Pollution	Are there potential odour, light, noise and vibration	AMBER = Adverse impacts capable of adequate mitigation
	problems if the site is developed, as a receptor or generator (including	Noise: Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Histon Road lies immediately to the East.
	compatibility with neighbouring uses)?	Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment.
		The majority of the site is likely to be old PPG 24 NEC C / D (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise" or planning permission should be refused.
		Residential could be acceptable with high level of 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 A14 / Histon Road, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options along A14. It is preferable to avoid noise from giving rise to significant adverse impacts on health

		and quality of life as a result of new development and or mitigate or reduce to minimum. Before any consideration is given to allocating the site for residential development, it is recommended that this noise threat / constraint is thoroughly investigated and assessed having regard to / in accordance with industry best practice / guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. The proposer has supplied an assessment
		which shows that the site can be developed to a satisfactory standard taking into account noise issues.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	Would development reduce habitat fragmentation, enhance	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links.
	native species, and help deliver habitat	Greatest impact likely to be from the extensive loss of open farmland leading to

	1		
	restoration (helping		impact upon farmland species including
	to achieve		brown hare and farmland birds. Badgers
	Biodiversity Action		and Barn Owls also noted in submitted
	Plan targets, and		ecology survey.
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		Neutral impact (existing features retained,
	and access to		or appropriate mitigation possible).
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
	minastracture:		that appropriate design and mitigation
			measures would be achieved through the
			•
I ANDSCADE T	OWNSCAPE AND CU	TUDAL HE	development process.
Landscape	Will it maintain and	LIONALIILI	GREEN = No impact (generally compatible,
Lanuscape	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		improvements)
	character?		A Landscapa Stratogy must be submitted
	Character:		A Landscape Strategy must be submitted and approved as part of or before the
			granting of the first planning permission,
			and must include appropriate edge
			treatments that respect the Green Belt
			setting of Cambridge and views of key
			features of the City. Any development shall
			retain hedges and woodland and provide a
			set back of the development from
			Cambridge Road and the A14 to provide
			effective visual separation between
			Cambridge and Impington.
			UPDATE INNER GREEN BOUNDARY
			STUDY 2015 – With regards to the role that
			sub area 1.3, in which GB6 lies, plays in
			relation to landscape and townscape, the
			report notes that the majority of this sector
			is assessed to be Connective landscape,
			becoming Supportive along Huntingdon
			Road, and with the A14 corridor identified
			as visually detracting. The majority of the
			sector has some visibility of the edge of the
			city and forms part of the foreground to
			only and rolling part of the foreground to

	<u></u>	
		views from the A14, but is not distinctive in the setting of Cambridge.
		The report also notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future.
		As referenced above, Policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of development?	Development at this location must include appropriate edge treatments that respect the Green Belt setting of Cambridge and views of key features of the City. Any development shall retain hedges and woodland and provide a set back of the development from Cambridge Road and the A14 to provide effective visual separation between Cambridge and Impington.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 – With regards to the role that sub area 1.3, in which GB6 lies, plays in relation to landscape and townscape, the report notes that the majority of this sector is assessed to be Connective landscape, becoming Supportive along Huntingdon Road, and with the A14 corridor identified as visually detracting. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge.
		The report notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington

		Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future. As referenced above, policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape.
Green Belt	What effect would	AMBER = negative impact on Green Belt
Green Belt	the development of this site have on Green Belt purposes?	 AMBER = negative impact on Green Belt purposes To preserve the unique character of Cambridge – Amber: The site lies approximately 2,300m from the historic Centre. The development site is large, open and gently sloping down towards the A14 to the north; Coalescence – Amber: The development of the whole site would bring built development closer to Impington on the west of Histon Road. Retention of hedges and woodland and a set back of the development from Cambridge Road and the A14 would provide mitigation. Orchard Park to the east already being developed; Setting of Cambridge – Amber: 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 – Green; Soft green edge – Red: The development would impact on the existing soft green edge to the city. Views into the site are currently of farmland, hedgerows, woodland and farm buildings. This soft green edge would be lost alongside the A14 where it would be replaced by a more formal green edge with landscaped soil bunds planted with trees and hedgerows. The soft edge would be retained to Cambridge Road. Whilst the character of the existing edge would not be retained, the landscape impact of a

- partial development of the site would be limited by a setback of development away from the A14 and Cambridge Road and retention of hedgerows and woodland:
- Distinctive urban edge Green: not present;
- Green corridors Green: The proposed development site would not affect Green Corridors:
- Green Belt villages Amber: The
 development of the whole site would
 bring built development closer to
 Impington on the west of Histon Road
 and would risk 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 Histon Road and the
 A14 could provide mitigation. Orchard
 Park to the east already being
 developed;
- Landscape with a strongly rural character – Amber: 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 – Amber: Development at this site would have negative impacts on the Green Belt purposes but mitigation possible.

UPDATE INNER GREEN BOUNDARY STUDY 2015 – The study notes that this sector as a whole (Sector 1) plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also preserves what remains of the separate identity of the southern part of

		Girton.
		GITOH.
		In terms of the implications of Green Belt release for land in sub area 1.3, in which GB6 lies, the report notes that when the land previously released from the Green Belt is developed, sub area 1.3 will protect narrow gaps between the new edge of Cambridge and Girton, Histon and Impington and a narrow setback from the A14. Further east, it is apparent that development extending right up to the A14 detracts considerably from the appreciation of the setting of the city, and it is important that in this sector the edge of Cambridge continues to be seen across an open, rural landscape. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation from the necklace villages. However, no further Green Belt releases should be contemplated in sub area 1.3.
		It is essential that the future development adjoining sub area 1.3 delivers a high quality, positive and well vegetated edge facing the retained Green Belt. The new edge along Addenbrooke's Road in sector 8 is a good example.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing. 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.
	monuments):	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 croprmarks 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 development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). 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.
CLIMATE CHAN		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?	AMBER = Flood Zone 2 / medium risk Site is located in flood zone 1, lowest risk of fluvial flooding. Site subject to surface water flood risk but capable of mitigation.
	AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners proposed substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN =<1km; or allocation is not housing The landowners proposed substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14. Facilities are also being provided on the NIAB1 site.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN =<400m The landowners proposed substantial areas of new public open space between NIAB2

		and Girton and south of the A14 between the new development and the A14. Facilities are also being provided on the NIAB1 site.
Gypsy & Traveller	Will it provide for the	AMBER = No Impact
Traveller	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling Showpeople?	
Distance:	How far is the site	A =400 - 800m
District or Local	from the nearest	
Centre	District or Local	A new local centre is to be provided on the
Distance: City	centre? How far is the site	NIAB1 site. R =>800m
Centre	from edge of	N =>000111
	defined Cambridge	
D :	City Centre?	
Distance: GP Service	How far is the nearest health	A =400 - 800m
Service	centre or GP	A new health facility is to be provided as
	service?	part of the NIAB1 development.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant benefit
	of key local services and	benefit
	facilities including	The wider NIAB site will include new
	health, education	education provision, community facilities
	and leisure (shops,	and a local centre including a supermarket.
	post offices, pubs etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in community	replacement / appropriate mitigation possible
	activities?	possible
		Development will also include provision of
1.6 22 22	11 0 110	new community facilities.
Integration with Existing	How well would the development on	GREEN = Good scope for integration with existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	Site can be master planned alongside the
		adjacent NIAB2 site, and benefits from services and facilities provided at both the
		NIAB sites.
ECONOMY		
Deprivation	Does it address	GREEN = Within or adjacent to the 40%
(Cambridge)	pockets of income and employment	most deprived Local Super Output Areas (LSOA) within Cambridge
	deprivation	(2007) Within Cambridge
	particularly in	
	Abbey Ward and	
	Kings Hedges?	

	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Shopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of existing centres
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	ANDER - I SKIII
71000331D1111ty	employment	1.52km ACF – nearest employment 2000+
	centre?	employees.
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
24.14	in the loss of	le rei empioyment de velepment
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Electricity - Significant reinforcement and
	including	new network required. Pylon line crosses
	communications	the site.
	infrastructure and	
	broadband?	Mains water - The site falls within the
		Cambridge distribution zone of the
		Cambridge Water Company (CWC), within
		which there is a minimum spare capacity of
		3,000 properties based on the peak day for
		the distribution zone, less any commitments
		already made to developers. There is
		insufficient spare capacity within the
		Cambridge distribution zone to supply the
		total number of proposed properties which
		could arise if all the SHLAA sites within the
		zone were to be developed. CWC will
		allocate spare capacity on a first come first
		served basis. Development requiring an
		increase in capacity of the zone will require
		either an upgrade to existing boosters
		and/or a new storage reservoir, tower or
		booster plus associated mains.
		Con Combuidas is someosted to the
		Gas – Cambridge is connected to the
		national gas grid. A development of this
		scale would require substantial network reinforcement.
		r rennoncemenn

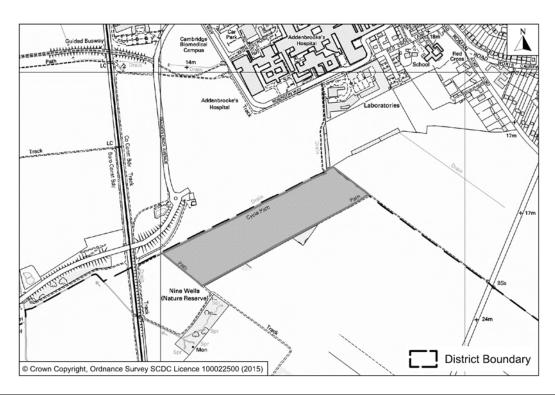
		Mains sewerage - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. A full assessment will be required.
		Providing sufficient school capacity may have knock-on implications for the site area and floor space requirements of the primary and secondary schools planned for between Huntingdon Road and Histon Road.
Distance: Primary School	How far is the nearest primary	A =400 - 800m
Timary School	school?	500m ACF o the site of the new primary school on the Orchard Park site. 580m to the proposed school on the NIAB2 site.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)
		A new school is to be provided on the NIAB2 site. The area of the school site may need to be increased to accommodate extra pupil numbers.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.
		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.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable	Scoring	DARK GREEN = Score 19-25

Transport Score (SCDC) Distance: bus	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	GG = Within 400m (6)
stop / rail station		266m ACF to nearest bus stop
Frequency of Public Transport		G = 20 minute frequency (4) Citi 8 service.
Public transport journey time to City Centre		GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time (Arbury, Brownlow Road to Cambridge Emmanuel Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 2.33km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Access would be onto internal roads in the NIAB1 and NIAB2 sites which will link to both Histon Road and Huntingdon Road. Highways Authority have concerns about how cycle provision would be dealt with.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Significant improvements proposed as part of the wider NIAB / Darwin Green development.

Site Information	
Development Sequence	Edge of Cambridge Broad Location 6 Land to south of Addenbrooke's Road between Babraham Road and Shelford Road
Site reference number(s): E/1B	
Consultation Reference numbers:	

Site name/address: Land south of Addenbrooke's and southwest of Babraham Road

Мар:



Site description: To the north is Addenbrooke's Hospital and the Biomedical Campus. To the west is the railway line to London, a corridor of public open space and the Clay Farm development. Immediately to the south west is the Nine Wells Local Nature Reserve with its chalk springs, woodland and scrub. To the east and south the land comprises large arable fields with hedgerows.

Current use(s): Agricultural

Proposed use(s): Biomedical and biotechnology research and development, related higher education and sui generis medical research institutes and associated support activities.

Site size (ha): South Cambridgeshire: 8.91 ha. - Cambridge: 0 ha.

Potential residential capacity: N/A

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the	AMBER = Minor loss of grade 1 and 2 agricultural land.

	I		T	
	best and most		The site is Grade 2 land.	
	versatile			
	agricultural land?		AMPER 61: 4 (1:4 II	
Minerals	Will it avoid the		AMBER = Site or a significant part of it falls	
	sterilisation of		within an allocated or safeguarded area,	
	economic mineral		development would have minor negative	
	reserves?		impacts.	
			Part of the site falls within a Waste	
			Consultation Area.	
POLLUTION				
Air Quality	Would the		AMBER = Site lies near source of air	
	development of the		pollution, or development could impact on	
	sites result in an		air quality adverse impacts	
	adverse			
	impact/worsening		The site may have an adverse impact on air	
	of air quality?		quality from traffic generation particularly as	
			close to Addenbrooke's. An air quality	
			assessment is essential.	
AQMA	Is the site within or		GREEN = >1,000m of an AQMA, M11, or	
	near to an AQMA,		A14.	
	the M11 or the			
	A14?		The site is not within an Air Quality	
			Management Area. The site may impact on	
			air quality from traffic generation particularly	
			as close to Addenbrooke's.	
Pollution	Are there potential		AMBER = Adverse impacts capable of	
	Odour, light noise		adequate mitigation.	
	and vibration			
	problems if the site		Site is close to Addenbrooke's Hospital site	
	is developed, as a		and the western part is adjacent to railway	
	receptor or		line to London. Noise assessment and	
	generator		potential mitigation measures required.	
	(including			
	compatibility with			
	neighbouring			
	uses)?			
Contamination	Is there possible		AMBER = Site partially within or adjacent to	
	contamination on		an area with a history of contamination, or	
	the site?		capable of remediation appropriate to	
			proposed development (potential to achieve	
			benefits subject to appropriate mitigation).	
			Agricultural use may have led to some	
			contamination with agricultural chemicals.	
			Appropriate assessment required.	
Water	Will it protect and		AMBER = Development has potential to	
	where possible		affect water quality, with minor negative	
	enhance the quality		impacts incapable of mitigation.	
	of the water		-	
	environment?		Site lies close to the natural chalk springs at	
			Nine Wells which feed into Hobsons Brook.	
BIODIVERSITY	BIODIVERSITY			
Designated	Will it conserve		AMBER = Contains or is adjacent to an	
Sites	protected species		existing site designated for nature	

	and protect sites designated for nature		conservation or recognised as containing protected species and impacts capable of appropriate mitigation.
	conservation		αρριοριίαι ο πιιιματίοπ.
	interest, and		Site adjoins the Nine Wells Local Nature
	geodiversity?		Reserve.
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation, enhance		mitigation.
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TPO	infrastructure)? Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	adjacent protected		any processes are se
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation.
	through delivery of and access to		Assumptions for a neutral impact include
	green		that appropriate design and mitigation
	infrastructure?		measures would be achieved through the
			development process. Site within the
			Countywide Green Infrastructure Strategy.
			Potential for improved access to LNR from
			north.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the diversity and		character, incapable of full mitigation.
	distinctiveness of		Minor negative impact (development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
			development of this site would result in
			further encroachment of the built area into
			open countryside to the south of
			Addenbrooke's Hospital and the Biomedical
			Campus. This would have a negative impact

		on the purposes of the Green Belt affecting openness, setting and views.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. However, there is scope to
Green Belt	What effect would the development of this site have on Green Belt purposes?	provide a new softer edge to the city. AMBER = negative impact on Greenbelt purposes. UPDATE INNER GREEN BOUNDARY STUDY 2015 LDA Green Belt Study 2015 identifies scope for development in this location without there being significant harm to Green Belt purposes. Limited development in the northern and eastern parts of sector 10 could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the west at Trumpington and the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the

	T	
		foreground in key views and the quality
		of the approach to the city along
		Babraham Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Extensive and intensive evidence for Bronze Age, Iron Age, Roman and medieval archaeology is recorded to the north. Cropmarks to the south indicate that archaeological assets are likely to extend throughout the landscape. A site of national importance is located 250m to the south west (Scheduled Monument Number 57. Further evidence through archaeological evaluation would be needed regarding the extent, character and significance of archaeology in the area prior to
		consideration of a planning application.
CLIMATE CHAI		
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
Flood Risk	energy resources? Is site at flood risk?	AMBER = Flood Zone 2 / medium risk.
1 1000 1/15K	13 3116 at 11000 113K?	AINIDEN - I 1000 ZOHE Z / HIEUIUH HSK.
		Parts of site at risk of surface water flooding. Parts of the site are within flood zones 2 and 3. Careful mitigation required considering the sequential test and the following points: Historically: • the watercourse which runs through the
		 site has overtopped in heavy rainfall events; and this site has become waterlogged during some winters.
		This site has a clear flood flow route through it and this means that flood risk mitigation measures used on this site could have impacts on adjoining or nearby sites (e.g. through using techniques like land raising). This may be an issue if there are other new developments planned in the surrounding undeveloped land. The Cambridge and Milton Surface Water Management Plan identifies some wetspots nearby, which while they do not cover the site, may add extra pressure to the local development situation as land uses and heights vary.

	1		
			Consent for any modifications to the watercourse would need to be sought from the Flood and Water Team at Cambridgeshire County Council, but significant changes such as culverting would be discouraged and would require modelling to prove no increase or relocation of risk.
HUMAN HEALT	H AND WELL BEING	<u> </u>	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?		Allocation is not for housing.
Distance: Play	How far is the		GREEN =<400m
Facilities	nearest play space for children and teenagers?		Allocation is not for housing.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance:	How far is the site		RED =>800m
District or Local Centre	from the nearest District or Local centre?		The site is over 800m from the nearest local centre at Wulfstan Way. There are some facilities available on the Addenbrooke's site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m The site is over 800m from the nearest GP Surgery, which is located at the Queen Edith Medical Practice, 59 Queen Edith's Way
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).

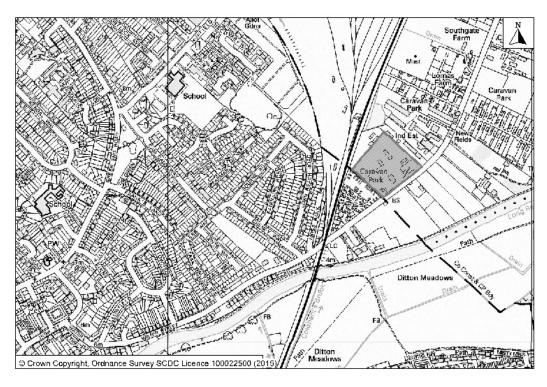
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
lete meties	activities?	CDEEN Cood coops for integration with
Integration	How well would the	GREEN = Good scope for integration with
with Existing Communities	development on	existing communities / of sufficient scale to
Communities	the site integrate with existing	create a new community.
	communities?	
ECONOMY	Communices:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Garrisriago)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Walapio Bopilivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
		Adjacent to Addenbrooke's Hospital and the
Employment	Would	Cambridge Biomedical Campus.
Employment - Land	development result	GG = Development would significantly enhance employment opportunities
Lanu	in the loss of	ermance employment opportunities
	employment land,	Site is an employment allocation.
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Cuindo	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	94.1011
	infrastructure,	
	including	
	communications	
	infrastructure and	
	broadband?	

Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
Capacity	capacity?	Carpiae concerpiaces
		Allocation is not for housing.
Distance:	How far is the	G =<400m
Primary	nearest primary	
School	school?	Allocation is not for housing.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Allocation is not for housing.
TRANSPORT	1100	AMPED M. F. F. K.
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	Detential for links through Diamodical
	accessible near to the site?	Potential for links through Biomedical
	the site?	Campus, Addenbrooke's and Bell School site.
HQPT	Is there High	GREEN = High quality public transport
11011	Quality Public	service
	Transport (at edge	0011100
	of site)?	The site has access to public transport
	,	service using the Addenbrooke's Hospital
		public transport hub, located within 600m of
		the eastern edge of the site.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score 18
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores determined by the	
	four criteria below.	
Distance: bus	Todi ontona bolow.	G = Within 600m (4)
stop / rail		(1)
station		
Frequency of		G = 20 minute frequency (4)
Public		, , ,
Transport		
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Potential for GG via Guided Bus
City Centre		00 11 (5)
Distance for		GG = Up to 5km (6)
cycling to City		
Centre	How far is the site	R = >800m.
Distance: Railway	from an existing or	N = >000III.
Station	proposed train	Potential for new railway station to serve
Jianon	station?	Addenbrooke's and Biomedical Campus
		which would provide for at least an Amber
		score.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate

	Latada con a strong allo	
	highway network, where there is	mitigation.
	available capacity?	This site does not benefit from direct access to the local highway network; as such the most logical point of access to the site would appear to be via the proposed Cambridge Biomedical Campus Phase 2 development. There is, therefore, a risk that the layout and access strategy for Cambridge Biomedical Campus Phase 2 could prejudice the ability of adequate access to this site being achieved, as such early discussions with the developer of Cambridge Biomedical Campus Phase 2 would be recommended to minimise this risk.
		With regard to rail access, a portion of this site may need to be safeguarded to facilitate the delivery of the proposed Addenbrooke's railway station (which is listed as a scheme in the County Council's Long Term Transport Strategy).
		If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment and Travel Plan.
Non Cor	Will it make the	Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved Cambridge Biomedical Campus developments. While substantial sustainable transport improvements are identified through the City Deal Programme that may provide some headroom, any Transport Assessment will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities.

Site Information				
Development Sequence	Edge of Cambridge			
Site reference number(s): SC334				
Consultation Reference numbers: N/A				
Site name/address: Cambridge, Fen Road				

Мар:



Site description: The site lies to the west of Chesterton Fen Road, at the southern end, on the north-eastern outskirts of Cambridge. The site adjoins a light industrial estate to the north, the London to Kings Lynn railway line lies to the west, and a residential caravan park to the south. To the east lies remote residential properties in extensive grounds and meadows, leading down to the River Cam. The site currently largely in open storage use.

Current use(s): Open storage

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 1.74 ha.

Potential residential capacity: 63 dwellings (40 dph)

LAND				
PDL	Would		AMBER = Partially on PDL	
	development make		·	
	use of previously		0% to 24% Previously Developed Land	
	developed		(PDL)	
	land?			
Agricultural	Would		GREEN = Neutral. Development would not	
Land	development lead		affect grade 1 and 2 land.	
	to the loss of the		_	
	best and most			

	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Milloraio	sterilisation of	safeguarded area.
	economic mineral	careguaraca area.
	reserves?	
POLLUTION		
Air Quality	Would the	AMBER = Site lies near source of air
•	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts
	adverse	
	impact/worsening	UPDATE: Score updated from Green to
	of air quality?	Amber to reflect minor negative impacts
		Site lies near source of air pollution, or
		development could impact on air quality,
		with minor negative impacts incapable of
		mitigation.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the A14?	
Pollution	Are there potential	RED = Significant adverse impacts
Foliation	Odour, light noise	incapable of appropriate mitigation
	and vibration	modpable of appropriate magation
	problems if the site	Will create significant negative impacts to,
	is developed, as a	or as a result of, the development,
	receptor or	incapable of adequate mitigation.
	generator	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
Contamination	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		The site was used for storage and contains
		an area of filled land. Potential for minor
		benefits through remediation of minor
		contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Development unlikely to affect water quality.
	environment?	Assumptions for a neutral impact are that
		appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVEDSITY		Journaliane Dialiage Systems (Suus).
BIODIVERSITY		

Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	development reduce habitat fragmentation, enhance native species, and		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Assumptions for a neutral impact are that
	help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Neutral impact (existing features retained, or appropriate mitigation possible).
LANDSCAPE	infrastructure?	III TIIDAI HI	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
Landscape	Will it maintain and	CLI GIVAL III	GREEN = No impact (generally compatible,
сапискаре	enhance the diversity and distinctiveness of landscape		or capable of being made compatible with local landscape character, or provide minor improvements)
	character?		Minor Positive Impact (Development would relate to local landscape character and offer opportunities for landscape enhancement) - site used for open storage and could be visually improved.

Townscape	Will it maintain and		MBER = negative impact on townscape
	enhance the	ch	haracter, incapable of mitigation.
	diversity and		
	distinctiveness of	M	linor Negative Impact (development
	townscape		onflicts with townscape character, minor
	character, including		egative impacts incapable of mitigation) -
	through		te sits between a caravan site and light
	appropriate design		dustrial buildings. As such residential
	and scale of		evelopment would be out of character with
	development?		ne street scene on either side. However the
	development	***	aravan site has been allocated for
0 5 1	100		evelopment in the Cambridge Local Plan
Green Belt	What effect would		REEN = No impact or Minor positive
	the development of	im	npact on Green Belt purposes
	this site have on		
	Green Belt		
	purposes?		
Heritage	Will it protect or	G	REEN = Site does not contain or adjoin
	enhance sites,		uch buildings, sites or features, and there
	features or areas of		no impact to the setting
	historical,		
	archaeological, or	N	eutral impact (existing features retained,
	cultural interest		r appropriate mitigation possible).
			rchaeological potential will require further
	(including		• .
	conservation		formation but the assumption for a neutral
	areas, listed		npact is that it is likely appropriate
	buildings,		nitigation can be achieved through the
	registered parks	de	evelopment process.
	and gardens and		
	scheduled		
	monuments)?		
CLIMATE CHA	NGE		
Renewables	Will it support the	Al	MBER = Standard requirements for
	use of renewable		enewables would apply
	energy resources?		11.7
Flood Risk	Is site at flood risk?	G	REEN = Flood Zone 1 / low risk
1 lood Hiok	lo ono at nood nort.	<u> </u>	7 (2214 - 1 1000 20110 1 / 10W 110K
		FI	lood Zone 1 and no drainage issues that
			annot be appropriately addressed
	⊥ ΓH AND WELL BEING		armot be appropriately addressed
Open Space	Will it increase the		REEN = Assumes minimum on-site
Open Space			
	quantity and quality	· ·	rovision to adopted plan standards is
	of publically	pr	rovided onsite
	accessible open		
	space?		
Distance:	How far is the	G	REEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		•
Facilities	sports facilities?	0.	.7km ACF from centre of the site to Fen
	'		itton Recreation Ground.
Distance: Play	How far is the		MBER = 400 - 800m
Facilities	nearest play space	711	
i domines	for children and	7/	47m ACF from centre of the site to Fen
			itton Recreation Ground.
Gypsy &	teenagers? Will it provide for		
	i vviii ii DiOVIO C IOf	R	ED = Would result in loss of existing sites

Traveller	the	Site currently allocated for Gypsy and
ITAVEIICI	accommodation	Traveller pitches.
	needs of Gypsies	Traveller piteries.
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	882m ACF to Fen Ditton High Street.
	centre?	-
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	FOOm AOF frame and the of alter to Nottical
	centre or GP service?	580m ACF from centre of site to Nuffield
Kov Loog!		Road Medical Centre, Cambridge.
Key Local Facilities	Will it improve	AMBER = No impact on facilities (or
raciiilles	quality and range of key local	satisfactory mitigation proposed).
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	dovelopment.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
Into and the se	Hammall	development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing communities?	Residential development would be out of
	COMMUNICO!	character with adjoining land uses.
ECONOMY		onaraotor with adjoining land uses.
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
İ	Cambridge?	

Channing	Mill it protect the	CDEEN - No offect or would support the
Shopping	Will it protect the shopping	GREEN = No effect or would support the vitality and viability of existing centres.
	hierarchy,	vitality and viability of existing centres.
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use.
		0.9km ACF from centre of site to Cambridge
		003B (Cambridge Northern Fringe East &
	100	Trinity Hall Industrial Estate)
Employment -	Would	A = Some loss of employment land and job
Land	development result	opportunities mitigated by alternative
	in the loss of	allocation in the area (< 50%).
	employment land, or deliver new	Development would have a minor negative
	employment land?	effect on employment opportunities, as a
	cripioyment iana:	result of the loss of existing employment
		land.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and	sewerage systems will need reinforcement
Education	broadband?	to increase capacity.
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places.
	capacity?	School capacity constraints but potential for
		improvement to meet needs
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	
School	school?	620m ACF from centre of site to Shirley
-		School, Cambridge.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	2.1km ACF from centre of site to North
		Cambridge Academy, Cambridge.
		Site is within 3km of: Chesterton Community
		College, Cambridge; North Cambridge
		Academy (formerly Manor Community
		College), Cambridge and Parkside
TDANEDODT	1	Community College, Cambridge.
Cyclo Poutos	What type of avala	PED - No eveling provision or a systellars
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane

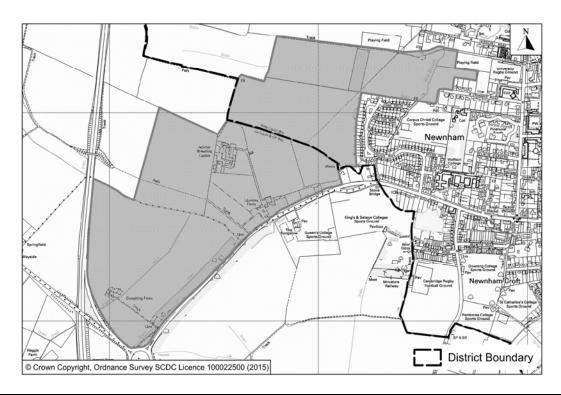
	routes are accessible near to the site?	less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores	DARK GREEN = Score 19-25 Total Score 21 UPDATE: Score updated from 20 to 21 to reflect total if scores below
	determined by the four criteria below.	
Distance: bus stop / rail station		A = Within 800m (3) 768m ACF from the centre of the site to the nearest bus stop with Citi 2 service (Chesterton, Franks Lane).
Frequency of Public Transport		GG = 10 minute frequency or better (6) Citi 2 - 10 Minute Service
Public transport journey time to City Centre		GG = 20 minutes or less (6) 14 Minutes from to Cambridge (Chesterton, Franks Lane to Cambridge, Emmanuel Street)
Distance for cycling to City		GG = Up to 5km (6)
Centre Distance:	How far is the site	3.37km ACF to Cambridge Market R = >800m
Railway Station	from an existing or proposed train station?	3,514m ACF from centre of the site to Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 2)
Site reference number(s): CCSC1001	

Consultation Reference numbers: N/A

Site name/address: Land north of Barton Road (Developer Proposal)

Мар:



Site description: The site lies to the north of Barton Road on the western edge of Cambridge. The site adjoins residential development on the edge of Cambridge to the east and the M11 and its slip road and Coton Road lie to the west. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm, and recreation grounds on the north eastern part of the land south of Barton Road. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.

Current use(s): Agricultural.

Proposed use(s): Approximately 1,500 dwellings, supported by a Local Centre, school, open space (including relocated sports pitches for colleges), green infrastructure, cycle and footpath links to surrounding area; and access roads.

Site size (ha): South Cambridgeshire: 164.11 ha. (total for whole sites) Cambridge: 156.96 ha (total for whole sites)

NOTE: The site is smaller than the totality of all of the 4 sites combined, as only parts of some sites are included.

Potential residential capacity: 1,500 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make	= =
	use of previously	
	developed	
	land?	
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	Majority of site on Grade 3 land with a small
	versatile	amount of urban land and Grade 2 land.
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
l	reserves?	The adopted Core Strategy, Policy CS16,
1		identifies Cambridge south as a Broad
		Location for a new Household Recycling
		Centre (HRC). This site falls within the
		broad location and catchment area for
		Cambridge South. Policy CS16 requires
		major developments to contribute to the
		provision of HRCs, consistent with the
		adopted RECAP Waste Management
		Guide. Contributions may be required in the
		form of land and/or capital payments. This
		outstanding infrastructure deficit for an HRC
		must be addressed, such infrastructure is a
		strategic priority in the NPPF.
POLLUTION		
Air Quality	Would the	RED = Site lies near source of air pollution,
	development of the	or development could impact on air quality,
	sites result in an	significant adverse impacts
	adverse	A: 15 1 4 4 000 f
	impact/worsening	Air quality issues – Less than 1,000m from
	of air quality?	the M11. There is a potential for significant
		increases in traffic emissions and static
		emissions that could affect local air quality,
		especially within Cambridge City. Extensive
		and detailed air quality assessments, in line
		with local policy and in liaison with
		Cambridge City Council, will be required to
		assess the impact of such a development at
A	lo the site within an	pre-application stage.
AQMA	Is the site within or	RED = Within or adjacent to an AQMA, M11
	near to an AQMA,	or A14
	the M11 or the	Cita loop than 4,000 mature from N444. Am
	A14?	Site less than 1,000 metres from M11. An
Dellustiana	Ana the anama (- :- C- !	air quality assessment is essential
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	Maine impacts. The court of the office is
	problems if the site	Noise impacts - The west of the site bounds
	is developed, as a	the M11 including M11 junction 12 / Barton

	T	 <u> </u>
	receptor or	Road roundabout and Barton Road
	generator	intersects the site. There are high levels of
	(including	ambient / diffuse traffic noise and other
	compatibility with	noise sources include Laundry Farm and
	neighbouring	the Animal Breeding Centre. Noise likely to
	uses)?	influence the design / layout and number /
	4333).	density of residential premises. The impact
		of existing noise on any future residential in
		this area is a material consideration in terms
		of health and well being and providing a
		high quality living environment. Site similar
		to North West Cambridge and at least half
		the site nearest M11 and to lesser distance
		from Barton Road either side is likely to be
		NEC C (empty site) for night: PPG24 advice
		"Planning permission should not normally
		be granted. Where it is considered that
		permission should be given, for example
		because there are no alternative quieter
		•
		sites available, conditions should be
		imposed to ensure a commensurate level of
		protection against noise". Residential could
		be acceptable with high level of mitigation.
		However before this site is allocated for
		residential development it is recommended
		that these noise threats / constraints are
		thoroughly investigated in accordance noise
		guidance to determine the suitability of the
		site for residential use. This site requires a
		full noise assessment including
		consideration of any noise attenuation
		measures such as noise barriers / berms
		and practical / technical feasibility / financial
		viability.
		viability.
		In mitigation, proposers indicative
		9 1 1
		masterpolan includes separation of
		residential development form the Motorway.
		Other environmental conditions (e.g. fumes,
		vibration, dust) - possible malodour from
		Laundry Farm. Minor to moderate risk.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		, 11 11 202
		Site has former potentially contaminative
		uses. A contamination assessment is
		required
Water	Will it protect and	GREEN = No impact / Capable of full
vval e i	-	·
	where possible	mitigation
	enhance the quality	
	of the water	
	environment?	

BIODIVERSIT	Y	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation The hedgerows to the east of the M11 are designated as a County Wildlife Site.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broadleaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required. With careful design it should be possible to mitigate any impact on the natural environment.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	AMBER = Any adverse impact on protected trees capable of appropriate mitigation There are two groups of protected trees near the M11 slip road in the western part of the site, and a group along the southern boundary of the site.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to	GREEN = Development could deliver significant new green infrastructure Promoters indicative masterplan indicates 72ha of public open space and new habitat.

	green		
LANDSCADE	infrastructure?	III TUDAL LI	EDITACE
Landscape Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	ULTURAL HI	RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact. The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		Green Belt. RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge. There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		RED = Significant negative impact on Greenbelt purposes Development of this site would have a severe negative impact on the purposes of Green Belt. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 3) plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. This is in sharp contrast to the relationship

Heritage	Will it protect or enhance sites, features or areas of historical,	of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector. AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains
CLIMATE CHAI	NGE	of late prehistoric date. Further information would be necessary in advance of any planning application for this site. Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision.
Renewables	Will it support the use of renewable	AMBER = Standard requirements for renewables would apply

	energy resources?	
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way. Promoters indicative masterplan proposes to only place water compatible uses in areas identified in Flood Zones 2 & 3 on Barton Road frontage.
HUMAN HEALT	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space for children and teenagers?	·
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance:	How far is the site	G = <400m
District or Local Centre	from the nearest District or Local centre?	Local centre proposed on-site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health centre or GP service?	Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Key Local Facilities	Will it improve quality and range of key local services and	GREEN = New local facilities or improved existing facilities are proposed of significant benefit

Γ	T	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	Greate a new community.
	communities?	
ECONOMY	communico:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriage)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	maniple Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
Ch ammin m	Cambridge?	CDEEN. No effect on would own and the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	ODEEN 41 11 11 11
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Utility services (e.g. pylons) – power lines
	including	run across the south western corner of the
	communications	land north of Barton Road.
	infrastructure and	
L		

	broadband?	Electricity - Not supportable from existing network. Significant reinforcement and new network required.
		Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.
		Gas - Medium Pressure reinforcement would be required to support the full load.
		Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated UPDATE: The development of the sites north and south of Barton Road for a combined 2,500 dwellings could generate a
		need for 313 early years places and a maximum of 875 (4FE) primary school places and 625 (4FE) secondary places.
		On this site north of Barton Road, the County Council would therefore expect appropriate on-site early years and primary education provision to be made.
		On-site Secondary provision may be required, but this would need to be

		addressed in terms of the total number of
		new dwellings proposed in the area. If in
		combination with the site to the south of
		Barton road there would be a requirement for 4 FE which could be provided in the form
		of a new school.
Distance:	How far is the	G = <400m
Primary	nearest primary	Accurac anaita provinian
School Distance:	school? How far is the	Assume onsite provision. A = 1 to 3 km
Secondary	nearest secondary	A = 1 to 3 kill
School	school?	
TRANSPORT	00110011	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	. , , ,
	accessible near to	
	the site?	
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	Barton Road currently does not benefit from
		HQPT. More frequent services nearby
		services on the Madingley Road corridor.
		Improved services would be secured form
		this scale of development, but unlikely to
		meet HQPT.
		UPDATE: score changed from Red to
Sustainable	Scoring	Amber DARK GREEN = Score 19-25
Transport	mechanism has	DAKK GKEEN = Score 19-25
Score (SCDC)	been developed to	Total Score = 22
(0000)	consider access to	10101 00010 = 22
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
Dieteres hus	four criteria below.	CC Within 400m (C)
Distance: bus stop / rail		GG = Within 400m (6)
station		Newnham, Gough Way
Station		A strategic development in this location
		would require new bus routes through the
		site, providing closer access to bus stops.
		Promoter proposes a bus route through the
		site.
		A development of this seeds were the seeds
		A development of this scale would result in
		new bus stops being provided. (Currently nearest stop Newnham, Gough
		Way)
		····
		UPDATE: Score change from Amber to

		Dark Green
Frequency of		A = 30 minute frequency (3)
Public		7 = 50 minute frequency (6)
Transport		
Public		20 minutes or less (6)
transport		(-,
journey time to		6 minutes (Newnham, Gough Way –
City Centre		Cambridge, Drummer Street)
Distance for		Up to 5km (6)
cycling to City		
Centre		2.1km ACF
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	LIBBATE
	available capacity?	UPDATE: Access onto Barton Road A603 is
		feasible though the Highway Authority
		haven't offered a view on their preferred
		location. The Highway Authority would
		either seek a contribution via a Section 106
		Agreement or require the developer to
		construct an orbital cycleway of Cambridge
		link through from West Cambridge.
		The impact on the M11 junctions 12 and 13
		along with the local network would need to
		be modelled. Any development would need
		to consider how it would interlink with the
		Cambridge North West development and
		the infrastructure that will be implemented.
		the illinastructure that will be implemented.
		A full Transport Assessment and
		Residential Travel Plan would be required.
		This is a main Cambridge radial route for
		cyclists so any development would need to
		ensure that cyclists are fully taken into
		account. S106 contributions and mitigation
		measures will be required where
		appropriate.
		' ' '
		From the LHA point of view, the key
		capacity concerns would be in relation to
		the impact at the junctions of Newnham
		Road with Fen Causeway, the Trumpington
		Road mini roundabouts and the junction of
		Silver Street with Queens Road. Any TA
		would need to carefully examine and clearly
		demonstrate how the site can be delivered
		without having an unacceptable impact on
		the surrounding transport networks.
	1	<u> </u>

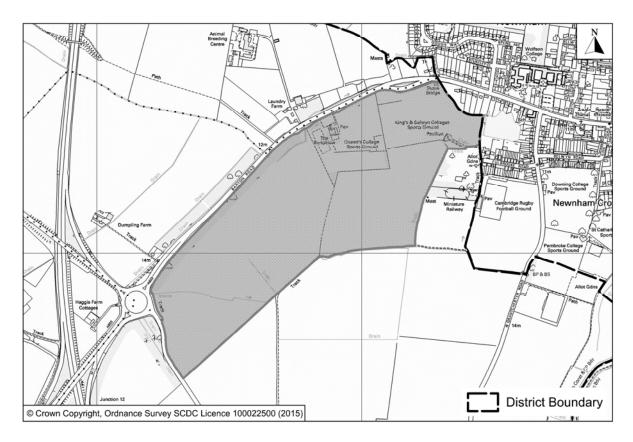
		This site is of a scale that would trigger the need for a Transport Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Large development with potential for significant improvement to public transport, walking or cycling facilities. Public transport improvements would be needed to provide a high-quality services, as there is currently limited services to this area. Improved cycling provision would be required on Barton Road, and off road links to Newhham, west Cambridge and the Coton path.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 1)
0:1 (

Site reference number(s): CCSC1002 Consultation Reference numbers: N/A

Site name/address: Land south of Barton Road (Developer Proposal)

Map:



Site description: The site lies to the south of Barton Road on the western edge of Cambridge. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance. particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.

Current use(s): Agricultural.

Proposed use(s): Residential development.

NOTE: Promoter seeks safeguarding of land for development beyond the plan period.

Site size (ha): South Cambridgeshire: 58.45 ha. Cambridge: 0

Potential residential capacity: 1,000 dwellings

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

	land?	
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	Majority of site on Grade 3 land with a small
	versatile	amount of urban land.
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	The adopted Core Strategy, Policy CS16,
		identifies Cambridge south as a Broad
		Location for a new Household Recycling
		Centre (HRC). This site falls within the
		broad location and catchment area for
		Cambridge South. Policy CS16 requires
		major developments to contribute to the
		provision of HRCs, consistent with the
		adopted RECAP Waste Management
		Guide. Contributions may be required in the
		form of land and / or capital payments. This
		outstanding infrastructure deficit for an HRC
		must be addressed, such infrastructure is a
		strategic priority in the NPPF.
POLLUTION		
Air Quality	Would the	RED = Site lies near source of air pollution,
	development of the	or development could impact on air quality,
	sites result in an	significant adverse impacts
	adverse	A: 1'' 1 1 1 1000 f
	impact/worsening	Air quality issues – Leas than 1000m from
	of air quality?	the M11. There is a potential for significant
		increases in traffic emissions and static
		emissions that could affect local air quality,
		especially within Cambridge City. Extensive
		and detailed air quality assessments, in line
		with local policy and in liaison with Cambridge City Council, will be required to
		assess the impact of such a development at pre-application stage.
AQMA	Is the site within or	RED = Within or adjacent to an AQMA, M11
AGIVIA	near to an AQMA,	or A14
	the M11 or the	OL TUT
	A14?	Site less than 1,000 metres from M11. An
	/ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	air quality assessment is essential
Pollution	Are there potential	AMBER = Adverse impacts capable of
. Olidiloli	Odour, light noise	adequate mitigation
	and vibration	adoquato minganon
	problems if the site	Noise impacts - The west of the site bounds
	is developed, as a	the M11 including M11 junction 12 / Barton
	receptor or	Road roundabout and Barton Road
	generator	intersects the site. There are high levels of
	(including	ambient / diffuse traffic noise and other
	compatibility with	noise sources include Laundry Farm and
	neighbouring	the Animal Breeding Centre. Noise likely to
	Tricigribouring	and rammar brocking bentie. Noise likely to

	T	 1
	uses)?	influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Site similar to North West Cambridge and at least half the site nearest M11 and to lesser distance from Barton Road either side is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. There is potential to provide appropriate
		separation and mitigation form the motorway on this large site.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Site has former potentially contaminative uses, and adjoins an area of filled land. A contamination assessment is required
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation
BIODIVERSITY	,	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation

	T .				
	interest, and geodiversity? (Including International and locally designated sites)		Site is adjacent to Barton Road pool County Wildlife Site, designated because it is a Grade C site in the JNCC Invertebrate Site Register supporting the nationally Notable B Musk Beetle (Aromia moschata)		
Biodiversity	Would development reduce habitat fragmentation, enhance		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation		
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broadleaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.		
			With careful design it should be possible to mitigate any impact on the natural environment.		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation There are protected trees along the southern boundary of the site.		
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of		GREEN = Development could deliver significant new green infrastructure Site could deliver significant green		
	and access to green infrastructure?		infrastructure, but scale is uncertain.		
LANDSCAPE,	LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE				
Landscape	Will it maintain and enhance the diversity and		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.		
	distinctiveness of landscape		The landscape is strongly rural despite		

	character?	being on the urban edge and adjacent to the M11. Development would have a negative
		impact. The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site.
		Development of this site would have a severe negative impact on the purposes of Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design	The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact
	and scale of development?	on setting and changing the urban edge. There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site.
		Development of this site would have a severe negative impact on the purposes of Green Belt.
Green Belt	What effect would the development of this site have on	RED = Significant negative impact on Greenbelt purposes
	Green Belt purposes?	Development of this site would have a severe negative impact on the purposes of Green Belt.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 4) plays a key role in the setting of the west and south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development towards the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. It also retains the key separation between Cambridge and Grantchester, as a necklace village. Views
		towards Cambridge from the west are some of the most distinctive and characteristic available. Sub area 4.3 exhibits less of these features due to the presence of a

concentration of sports facilities and enclosure by strong vegetation. The river corridor forms one of the key green corridors into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any proposed development would severely compromise the separation between Cambridge and Grantchester. Development within sub area 1 would alter the characteristic approach into Cambridge along the River Cam and would disrupt the special qualities of one of the most important green corridors into the city. Within sub area 4.2, development would remove the characteristic rural setting to the city and obstruct key views, as well as potentially altering the characteristic approach into Cambridge along Barton Road. Sub area 4.3, although less rural in character, is an important area of green, open land extending close to the distinctive core of Cambridge; development in this sub area would potentially alter the Barton Road approach to the city and would have the potential to detract from the character and qualities of the Cam corridor in sub area 4.1. No Green Belt release should be contemplated in this sector. Heritage Will it protect or AMBER = Site contains, is adjacent to, or enhance sites, within the setting of such sites, buildings and features, with potential for negative features or areas of impacts capable of appropriate mitigation historical. archaeological, or cultural interest Site does not contain or adjoin listed buildings, and there is no impact to the (including conservation setting of such buildings. The land south of Barton Road lies approximately 120m to the areas, listed buildings, south west of the West Cambridge registered parks Conservation Area. The site is located on the route of a Roman road running south and gardens and scheduled west from Cambridge. Previous fieldwork in monuments)? the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site. Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision

CLIMATE CHANGE			
Renewables	Will it support the		AMBER = Standard requirements for
rtonomableo	use of renewable		renewables would apply
	energy resources?		Terremance means apply
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk
			Located in Flood Zone 1. However, fairly
			significant surface water flooding along
			watercourse corridor and towards Barton
			Road. Careful mitigation required which
			could impact on achievable site densities as
			greater level of green infrastructure
			required.
			·
			Could provide a positive flood risk benefit
			for Bin Brook if undertaken in right way.
HUMAN HEALT	H AND WELL BEING	<u> </u>	· · · · · · · · · · · · · · · · · · ·
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		
	space?		
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		
	for children and		
	teenagers?		
Gypsy &	Will it provide for		AMBER = No Impact
Traveller	the		
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
Dietoras	Showpeople?		C :400m
Distance:	How far is the site		G = <400m
District or Local Centre	from the nearest District or Local		Assumed provision of local control on site
Local Cellile			Assumed provision of local centre on site
Dietance: City	centre? How far is the site		(Newnham around 1600m) R = >800m
Distance: City Centre			V = >000111
Centre	from edge of		
	defined Cambridge City Centre?		
Distance: GP	How far is the		A = 400 - 800m
Service	nearest health		7. - 1 00 - 000111
OCI VIOC	centre or GP		Site is over 800m from nearest GP service
	service?		and would merit a Red. It is however large
	301 1100 :		enough to justify it being required to provide
			its own health facility and so scores Amber
Key Local	Will it improve		GREEN = New local facilities or improved
Facilities	quality and range		existing facilities are proposed of significant
. dominoo	of key local		benefit
	services and		33.1311
	JOI VIOCO UNU		

	1	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	F 555.835
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communico	with existing	oreate a new commanity.
	communities?	
ECONOMY	Communics:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriuge)	•	Cambridge according to the Index of
	and employment deprivation	Multiple Deprivation 2010.
	•	wumple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
Ob and	Cambridge?	ODEEN No. # 1
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	
	vitality and viability	
	of Cambridge,	
	town, district and	
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	3 · · ·
	infrastructure,	Utility services (e.g. pylons) – power lines
	including	run across the south western corner of the
	communications	land north of Barton Road.
	infrastructure and	
	aottaotaro aria	

Broadband? Electricity - Not supportable from existing network. Significant reinforcement and new network. Significant reinforcement and new network. Significant reinforcement and new network required.			
Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Medium Pressure reinforcement would be required to support the full load. Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site. Education Capacity Is there sufficient education capacity not sufficient, constraints can be appropriately mitigated UPDATE: On this site south of Barton Road, the County Council would therefore expect appropriate on-site early years and primary education provision to be made On-site Secondary provision may be required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the north of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school.		broadband?	network. Significant reinforcement and new
would be required to support the full load. Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site. Education Capacity Is there sufficient education capacity not sufficient, constraints can be appropriately mitigated UPDATE: On this site south of Barton Road, the County Council would therefore expect appropriate on-site early years and primary education provision to be made On-site Secondary provision may be required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the north of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school. Distance: How far is the			Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus
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	Distance:	How far is the	the County Council would therefore expect appropriate on-site early years and primary education provision to be made On-site Secondary provision may be required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the north of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school.
			0 = \\\ 100111

School	school?		Assume onsite provision.		
Distance:	How far is the		A = 1 to 3 km		
Secondary	nearest secondary				
School	school?				
TRANSPORT					
Cycle Routes	What type of cycle		AMBER = Medium quality off-road path.		
	routes are				
	accessible near to		Existing part along Barton Road. Potential		
	the site?		for improvement.		
HQPT	Is there High		AMBER = service meets requirements of		
	Quality Public		high quality public transport in most but not		
	Transport (at edge		all instances		
	of site)?		Parton Bood currently does not benefit from		
			Barton Road currently does not benefit from HQPT.		
			TIQE I.		
			With appropriate mitigation secured from		
			the 1000 home development, a high quality		
			20min frequency service could be		
			achievable.		
			UPDATE: Score changed form RED to		
			AMBER		
Sustainable	Scoring		DARK GREEN = Score 19-25		
Transport	mechanism has				
Score (SCDC)	been developed to		Total Score = 22		
	consider access to		LIDDATE: Coord shanged from Ambar to		
	and quality of public transport,		UPDATE: Score changed from Amber to Dark Green to reflect revised score for		
	and cycling. Scores		Distance: bus stop / rail station.		
	determined by the		Distance, bus stop / fail station.		
	four criteria below.				
Distance: bus	Tour ontona poloni		GG = Within 400m (6)		
stop / rail			(0)		
station			Newnham, Gough Way		
			A strategic development in this location		
			would require new bus routes through the		
			site, providing closer access to bus stops.		
			(Currently nearest stop Newnham, Gough		
			Way)		
			LIDDATE. Cooperate and secret forces. A self-sec.		
			UPDATE: Score changed from Amber to Dark Green.		
Frequency of			A = 30 minute frequency (3)		
Public			A = 50 minute frequency (5)		
Transport					
Public			20 minutes or less (6)		
transport			(-,		
journey time to			6 minutes (Newnham, Gough Way –		
City Centre			Cambridge, Drummer Street)		
Distance for			Up to 5km (6)		
cycling to City					
Centre			2.1km ACF		
Distance:	How far is the site		R = >800m		

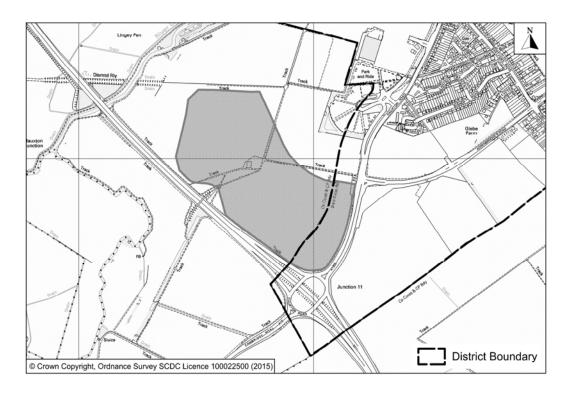
Railway	from an existing or	
Station	proposed train	
	station?	
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	UPDATE: Access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location. The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge.
		The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented.
		A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. S106 contributions and mitigation measures will be required where appropriate.
		From the LHA point of view, the key capacity concerns would be in relation to the impact at the junctions of Newnham Road with Fen Causeway, the Trumpington Road mini roundabouts and the junction of Silver Street with Queens Road. Any TA would need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
		This site is of a scale that would trigger the need for a Transport Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities

safer for public	
transport, walking	Large development with potential for
or cycling facilities?	significant improvement to public transport,
	walking or cycling facilities.

Site Information	
Development Sequence	Broad Location 4 Hauxton Road
Site reference number(s): CCSC1003	
Consultation Reference numbers: N/A	

Site name/address: Land west of Hauxton Road, Trumpington (Developer Proposal)

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 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): A further urban extension of the consented Trumpington Meadows residential community, for approximately 500 dwellings and associated landscape and drainage proposals, play spaces, community allotments, new woodland, additional meadow land, infrastructure, access, and parking.

Promoters proposal indicates that approximately 15 hectares of land west of Hauxton Road should be released from the Green Belt to accommodate residential development and built sports facilities. Land between the new Green Belt boundary and the M11 will provide for outdoor sport and ancillary features.

Includes a sports hub building, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust. Linked to Community Stadium proposal at the Abbey Stadium.

Site size (ha): South Cambridgeshire: 27.56 ha. Cambridge: 4.65 ha.

Potential residential capacity: Up to 500 dwellings

PDL Would development make use of previously developed land? Agricultural Would development lead to the loss of the best and most versatile agricultural land? Minerals Will it avoid the sterilisation of economic mineral reserves? Minerals Would development lead to the loss of the best and most versatile agricultural land? Minerals Will it avoid the sterilisation of economic mineral reserves? Minerals Would development lead to the best and most versatile agricultural land? Minerals Will it avoid the sterilisation of economic mineral reserves? Minerals Would development lead to the sterilisation of economic mineral reserves? Minerals Will it avoid the sterilisation of economic mineral reserves? Minerals Would development lead to the land of the sterilisation of economic mineral reserves? The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within is 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. This site does not fall within a Minerals Safeguarding Area; a wWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.	_			
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POLITICAL PROPERTY OF THE PROP	Minerals	Will it avoid the sterilisation of economic mineral	safeguarded area. The adopted Minerals and W Strategy, Policy CS16, identification south as a Broad Location for Household Recycling Centres ite falls within this broad location of consistent with the adopted F Management Guide. Contribute required in the form of land a payments. This outstanding it deficit for an HRC must be actinfrastructure is a strategic property. This site does not fall within a Safeguarding Area; a WWTW Zone Safeguarding Area; or a strategic property.	aste Core ies Cambridge r a new (HRC). This ation. Policy ments to HRCs, EECAP Waste ations may be and / or capital afrastructure ddressed, such iority in the Minerals / or Transport
₽OLLUHON	POLLUTION	1		

Air Quality	Would the	AMBER = Site lies near source of air
All Quality	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	an quanty advoces impacted
	impact/worsening	Site adjoins the M11 and A1309 which
	of air quality?	already experience poor air quality.
AQMA	Is the site within or	RED = Within or adjacent to an AQMA, M11
	near to an AQMA,	or A14
	the M11 or the A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
Poliution	Odour, light noise	adequate mitigation
	and vibration	adoquato miligation
	problems if the site	There are high levels of ambient / diffuse
	is developed, as a	traffic noise and other noise sources. Noise
	receptor or	likely to influence the design / layout and
	generator	number / density of residential premises.
	(including	The site is similar to North West Cambridge
	compatibility with	and at least half the site nearest M11 and to
	neighbouring uses)?	a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night:
	uses):	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.
		,
		Residents of the site may experience
		impacts from road lighting and headlights.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve benefits subject to appropriate mitigation)
		benefits subject to appropriate mitigation)
		Land contamination found at former
	.1	

			Monsanto site, site may require further
			investigation.
Water	Will it protect and		GREEN = No impact / Capable of full
	where possible		mitigation
	enhance the quality		
	of the water		Not within SPZ1
	environment?		
BIODIVERSITY			
Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including International and		
	locally designated sites)		
Biodiversity	Would		AMBER = Development would have a
Diodiversity	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		magaaon
	native species, and		Greatest impact would be upon farmland
	help deliver habitat		species for which this parcel of land has
	restoration (helping		been specifically set-a-side to mitigate the
	to achieve		adjacent residential development of
	Biodiversity Action		Trumpington Meadows. Farmland species
	Plan targets, and		including large flocks of golden plover,
	maintain		common toad, brown hares and skylark
	connectivity		would be lost. Opportunity for habitat
	between green		linkage/enhancement/restoration by
	infrastructure)?		attenuation measures.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
Green	(TPO)? Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
แแลงแนงเนเษ	and green spaces,		significant new green filliastructure
	through delivery of		
	and access to		
	green		
	infrastructure?		
LANDSCAPE. T	LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE		
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Development would extend the urban edge

	character?	down the slope to meet the M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge. 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. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	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. 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. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Greenbelt purposes The development site is open and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 7.1) plays a key role in the setting of the south west of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core

		remains large in comparison to the size of the city. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. As the hedgerow and woodland planting establishes, the rural character of this part of the sector will strengthen. The sector is also important to the character of the approach to Cambridge along Hauxton Road and the visibility of the distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. Development within the sector would remove or reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows. It would also encroach on the green corridor along the River Cam. No Green Belt release should be contemplated in this sector.
Heritage	Will it protect or enhance sites, features or areas of historical,	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation. Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.
CLIMATE CHAI		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Site subject to minor surface water flood risk but capable of mitigation.
	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically	DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open

		<u> </u>	
	accessible open space?		spaces in excess of adopted plan standards.
			Developer proposal includes indicates a sports hub building on the 15 ha built site, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust.
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		SINEER = NIMIT OF CHOICE PROVIDENT
Facilities	sports facilities?		ODEEN 400itit
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		
	for children and		
0	teenagers?		AMPED No location
Gypsy & Traveller	Will it provide for the		AMBER = No Impact
Traveller	· -		
	accommodation		
	needs of Gypsies and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		A = 400 - 800m
District or	from the nearest		7. – 100 000111
Local Centre	District or Local		Site adjoins Trumpington Meadows, which
	centre?		includes a new Local Centre.
Distance: City	How far is the site		R = >800m
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		R = >800m
Service	nearest health		
	centre or GP		1.40km ACF - Trumpington
	service?		· -
Key Local	Will it improve		GREEN = New local facilities or improved
Facilities	quality and range		existing facilities are proposed of significant
	of key local		benefit
	services and		
	facilities including		
	health, education		
	and leisure (shops,		
	post offices, pubs		
	etc?)		ODEEN D. I. C.
Community	Will it encourage		GREEN = Development would not lead to
Facilities	and enable		the loss of any community facilities or
	engagement in		replacement /appropriate mitigation possible
	community		
lata a C	activities?		ODEEN Oard () (
Integration	How well would the		GREEN = Good scope for integration with
with Existing	development on		existing communities / of sufficient scale to

Communities	the site integrate	create a new community.
	with existing communities?	Site would integrate with new community to be developed at Trumpington Meadows.
ECONOMY		be developed at Trumpington Meadows.
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
	development in deprived wards of Cambridge?	
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	AMBER = 1-3km 2.99km ACF – nearest employment 2000+ employees
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
	services and infrastructure, including communications	Improved utility infrastructure is likely to be required as follows.
	infrastructure and broadband?	Electricity - Not supportable from existing network. Significant reinforcement and new network required.
		Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of

Education Capacity	Is there sufficient education capacity?	proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Significant reinforcement would be required to support the development. Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer. AMBER = School capacity not sufficient, constraints can be appropriately mitigated Provisional assessment. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use. After allowing for surplus school places, the development of a site of this size would be likely to have to make provision on site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to
Distance:	How far is the	provide for a bigger school site. G = <400m
Primary School	nearest primary school?	Measured to the new primary school at Trumpington Meadows.

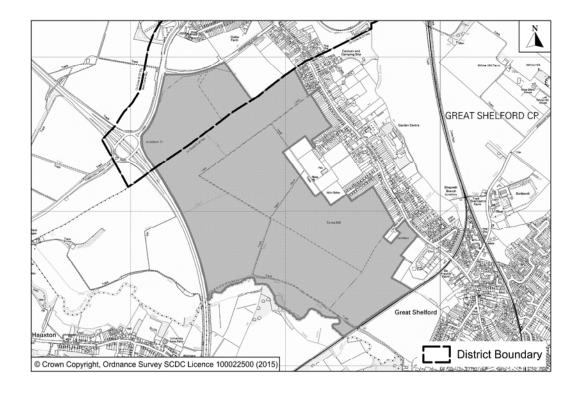
Diotonos	How for to the	Amber: 1.40km ACF – Parkside Federation
Distance: Secondary	How far is the nearest secondary	Amber: 1.40km ACF – Parkside Federation
School	school?	Proposed School at Clay Farm.
TRANSPORT	3011001:	r roposed concor at Glay r ann.
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. The route to Trumpington is poor, but assumed appropriate links could be made to the guided busway path.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public Transport (at edge of site)?	high quality public transport in most but not all instances
		Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total Score of 22
Distance: bus		G = Within 600m (4)
stop / rail station		532m ACF to Trumpington Park and Ride from the centre of the site.
Frequency of Public		GG = 10 minute frequency or better (6)
Transport		10 minute service.
Public		GG = 20 minutes or less (6)
transport journey time to City Centre		18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
Distance for cycling to City		GG = Up to 5km (6)
Centre		3.85km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	UPDATE The promoter 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. 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.
		A full transport assessment would be required to 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.
		Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
		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).
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts Provided either the link along Hauxton Rd is widened or there is an alternative link to Trumpington Meadows. It should also link to the Hauxton / Harston route. The ongoing route to Trumpington remains poor.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 5)
Site reference number(s): CCSC1004	
Consultation Reference numbers: N/A	

Site name/address: Land to the south of Addenbrooke's Road, Cambridge (Developer Proposal)

Map:



Site description: The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, north and west of Great Shelford, and north of the River Cam and the Cambridge – London Kings Cross railway line. Situated within flat, open landscape, it is mostly low-lying arable land with a number of hedges within the site. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The boundaries to residential properties to the east are well vegetated and the River Cam occupies a shallow, well treed valley bounded by pasture land. The northern and western boundaries are much more open, comprising sparse shrubs and few scattered shrubs and trees.

Current use(s): Agricultural.

Proposed use(s): The promoters propose an employment-led mixed-use development comprising a 85,000 sqm Science Park and 1,250 homes, incorporating new local centre, primary school and open space.

An area of Green Belt to be retained to the south to prevent coalescence between the urban edge of Cambridge and the main part of Great Shelford. New open space and habitat creation, including access to the river. Enhancements to the River Rhee Wildlife Corridor.

Site size (ha): South Cambridgeshire: 145 ha. Cambridge: 45 ha.

Potential residential capacity: 1,250 dwellings

LAND		
PDL	Would	RED = Not on PDL
. 52	development make use of previously developed land?	INED = INSUSTRIBLE
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Classification Grade 1, 2, 3a) – Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = 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 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. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or
POLLUTION		Waste Consultation Area.
Air Quality	Would the development of the sites result in an adverse impact/worsening	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Despite this proposal not being adjacent to
	of air quality?	an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 The submitted site is adjacent to the M11. Given the size of the site however parts of it are beyond 1,000m from the M11. If built

		development were to be restricted to parts
		of the site the assessment could change to
		A Amber (within 1,000m of the M11), or G
D. II. d	A 41 4 4 4 4	Green (beyond 1,000m of the M11).
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise and vibration	adequate mitigation
	problems if the site	There are high levels of ambient / diffuse
	is developed, as a	traffic noise and other noise sources
	receptor or	including a railway line and a rugby / social
	generator	club. Noise is likely to influence the design /
	(including	layout and number / density of residential
	compatibility with neighbouring	premises. The site is similar to North West Cambridge and part of the site nearest M11
	uses)?	and to a lesser distance from
	,	Addenbrooke's 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 the façade facing M11 / other significant
		noise sources, acoustically treated
		alternative ventilation, no open amenity
		spaces such as balconies / gardens). This
		site requires a full noise assessment
		including consideration of noise from the
		rugby club / social club and of any noise attenuation / mitigation measures such as
		noise barriers / berms and of practical /
		technical feasibility and financial viability.
		Residents of parts of the site may
		experience impacts from road lighting and
		headlights.
		Existing rugby club floodlighting would need
		careful design but can be conditioned.
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
	the site?	There are no longues formers in the state
		There are no known former industrial
Water	Will it protect and	activities on or in close proximity to the site. GREEN = No impact / Capable of full
VVAICI	viii it protect and	ONLETA - 140 Impact / Capable of full

	whom a sail-1-	mitigation
	where possible	mitigation
	enhance the quality of the water	Not within SPZ1
	environment?	Not within or 21
BIODIVERSITY		<u> </u>
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts
	conservation	
	interest, and	River Cam on the southern boundary of the
	geodiversity?	site is a County Wildlife site but local area
	(Including	would be retained as greenspace.
	International and	
	locally designated	Tree Preservation Orders – groups of
	sites)	protected trees within the site close to the
		edge of Great Shelford opposite Bridge Close in the south east corner. Several
		TPOs on the edge of the site within the
		village framework of Great Shelford,
		including several trees on the northwest
		side of the driveway to 11 Cambridge Road.
Biodiversity	Would	GREEN = Development could have a
	development	positive impact by enhancing existing
	reduce habitat	features and adding new features or
	fragmentation,	network links
	enhance	
	native species, and	The promoter of site submitted Phase 1
	help deliver habitat	Habitat and Ecological Scoping Survey
	restoration (helping	(2009) for the wider site found that there are
	to achieve Biodiversity Action	some significant ecological features, such as the River Cam and water meadows,
	Plan targets, and	which should be recognised in the future
	maintain	design of the development, but did not
	connectivity	consider there to be any unusual features
	between green	that subject to suitable mitigation measures
	infrastructure)?	would preclude development. It recorded 25
	-,	species of birds (10 on conservation lists)
		and a badger sett on site. Great Crested
		Newts were recorded outside the site but no
		reptiles, otters, water voles or brown hares
		were recorded. Further survey work is
		recommended, including for bats and
TDO	Aug the us the second	hedgehogs.
TPO	Are there trees on	AMBER = Any adverse impact on protected
	site or immediately	trees capable of appropriate mitigation
	adjacent protected by a Tree	Tree Preservation Orders - groups of
	Preservation Order	Tree Preservation Orders – groups of protected trees within the site close to the
	(TPO)?	edge of Great Shelford opposite Bridge
	(11 0):	Close in the south east corner. Several
		TPOs on the edge of the site within the
		village framework of Great Shelford,
	Į.	Thinage framework or Oroat Orionola,

	ı		
			including several trees on the northwest
			side of the driveway to 11 Cambridge Road.
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		The developers proposal includes a
	and access to		substantial area of parkland alongside the
	green		River Cam.
	_		Miver Cam.
LANDSCADE	infrastructure? TOWNSCAPE AND C	III TIIDAI LI	EDITACE
•	Will it maintain and	OLI UKAL HI	RED = Significant negative impact on
Landscape			,
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Development would extend the urban edge
	character?		down the slope to meet, or close to, the
			M11 corridor. The soft green edge could
			not be mitigated or replaced adequately to
			mitigate the M11 boundary. The landscape
			is strongly rural. The newly defined urban
			edge of Addenbrooke's Road, Trumpington
			Meadows and the landscape buffer area
			between it and the M11 should be
			preserved. A large development could not
			be adequately mitigated in such a highly
			visible location. The development site is
			open and highly visible from areas to the
			west, south and southwest. There would be
			adverse impact on the purposes of Green
			Belt in terms of openness, coalescence and
			setting of the City.
Townscape	Will it maintain and		RED = Significant negative impact on
Townscape			
	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	townscape		Distant from the city centre, the site would
	character, including		form a major southward extension to the city
	through		well beyond its current physical limits. It
	appropriate design		would thus negatively impact on the
	and scale of		compact nature of the City. This extensive
	development?		development on higher open ground
	dovolopinione.		abutting the M11 would be highly visible,
			particularly from the west and would
			significantly reduce the landscape buffer to
			the west of the city. The development would
			have a significant adverse impact on the
			setting of the City. This extensive
			development on higher open ground would
			be highly visible, particularly
			from the west where it forms part of the
			green foreground to the city. The
1			development site is open and highly visible
			from areas to the west, south and
			southeast. There would be adverse impact

		and the man of the control of the co
		on the purposes of Green Belt in terms of openness, coalescence and setting of the City.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Greenbelt purposes The development 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, coalescence and setting of the City. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford.
		It is unlikely that any development within the majority of this sector could be accommodated without substantial harm to the Green Belt purposes. Any form of development within sub area 8.1 would reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It would also significantly encroach on the separation between Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. No Green Belt release should be contemplated in sub area 8.1.
Heritage	Will it protect or enhance sites, features or areas of historical,	AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation

archaeological, or cultural interest A Scheduled Monument of national (including importance (SAM58 Neolithic to Roman conservation settlement) is located in the south west areas. listed corner of the site adjoining the M11 and the River Cam. County Archaeologists would buildings, registered parks object to the development of this site. Two and gardens and further Scheduled Monuments lie scheduled approximately 200m south of the site. The promoter proposes a buffer zone to protect monuments)? the SAM and on a site of this size it should be possible to provide appropriate mitigation. The Grade I Listed Church of St Mary, Little Shelford lies approximately 540m to the south and Church of St Edmund, Hauxton approximately 950m south west. Grade II* Listed Church of All Saints and Rectory Farm House in Little Shelford and Little Shelford Manor, lie approximately 450-600m to the south. There are various Grade II Listed buildings within the Great and Little Shelford and Hauxton Conservation Areas. The promoter's conceptual development framework includes a substantial area of Green Belt and parkland in the southern part of the site. With careful design it should be possible to mitigate any impact on the wider historic environment. Great and Little Shelford Conservation Areas lie approximately 150-200m to the south. Hauxton Conservation Area lies approximately 530m to the south west. The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots inside the site including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but would prevent it on and in the vicinity of the SAM and could constrain it elsewhere. **CLIMATE CHANGE** Renewables AMBER = Standard requirements for Will it support the renewables would apply use of renewable energy resources? GREEN = Flood Zone 1 / low risk Flood Risk Is site at flood risk? The location lies entirely within Flood Risk

		7 4 (1) 1 (1) 1 (1) 0 (1)
		Zone 1 (the lowest level of risk). Site subject to minor surface water flood risk but capable
		of mitigation.
HUMAN HEAL	TH AND WELL BEING	or magazon.
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assumes minimum on-site provision to adopted plan standards is provided onsite. The developer's proposal includes a substantial area of parkland alongside the River Cam.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	G = <400m 1.62km ACF – Great Shelford. A site of this scale could be expected to provide its own District or Local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	G = <400m 1.57km ACF – Great Shelford A site of this scale could be expected to provide its own health centre / GP service.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed). Site of sufficient scale to provide its own local services and facilities.
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation

	community activities?	possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY		
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
		The promoter proposes a 85,000 sqm Science Park.
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	GG = Development would significantly enhance employment opportunities The promoter proposes a 85,000 sqm Science Park.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new
		network required. Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which

Education	Is there sufficient education capacity?	there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake. Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer. AMBER = School capacity not sufficient, constraints can be appropriately mitigated UPDATE: Great and Little Shelford have one Primary School, both with a PAN of 40 and school capacity of 280, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a deficit of 6 primary places in Great and Little Shelford and surplus of 8 primary places in Stapleford taking account of planned development, and a surplus of 74 secondary places at Sawston VC taking account of planned development across the village college catchment area.
		places in Stapleford taking account of planned development, and a surplus of 74 secondary places at Sawston VC taking account of planned development across the village college catchment area. There are also new schools within the Cambridge Southern Fringe and Clay Farm
		developments. The development of this site for 1,250 dwellings could generate a need for 157

Distance: Primary School	How far is the nearest primary school?	early years places and a maximum of 437 primary school places and 313 secondary places. After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. A site of this scale could be expected to provide its own primary school(s). G = <400m 1.39km ACF – Hauxton Primary School.
		A site of this scale could be expected to provide its own primary school(s). Provision assumed on site.
Distance: Secondary School	How far is the nearest secondary school?	A = 1 to 3 km 1.57km ACF – Parkside Federation Proposed School Clay Farm
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. Currently there are either narrow cycle lanes or a very narrow shared footway along Shelford Road. The site would currently score RED. Significant improvements to support walking and cycling would be required. To address the severance provided by Addenbrooke's Road and the A1309. A link to Shelford should be provided using the accommodation bridge over the railway. The precise geographic extent of this site is not known. If it is possible to link through the site direct enter Addenbrooke's Road (ot its
		site direct onto Addenbrooke's Road (at its junction with Glebe Farm Drive) this would mean the site has adequate cycle links for onward travel towards the city centre and/or Cambridge Biomedical Campus. While it is agreed that the A1309 cycle lanes are not the same standard as the lanes currently being introduced on several radial routes into Cambridge, these could be upgraded as part of the s106 for the development, On balance AMBER is recommended for this category.

		(Updated from Red to Amber)
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances Currently no HQPT to the site. Development of the full site would require internal bus route.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	DARK GREEN = Score 19-25 Total score of 20
Distance: bus stop / rail station		GG = Within 400m (6) 675m to nearest bus stop. Score would improve if a bus service were to be provided through the site.
Frequency of Public Transport		G = 20 minute frequency (4) 20 minute service (Citi 7). Potential for higher frequency serving the site. It is unlikely that a development of this size would be able to support a bus service with a frequency that is greater than every 20
Public transport journey time to City Centre Distance for cycling to City		minutes. G = 21 to 30 minutes (4) Potential improvement to journey time if linked to Guideway via Trumpington. GG = Up to 5km (6)
Centre Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m Potential for new railway station to serve Addenbrooke's and Biomedical Campus which would provide for at least an Amber score.
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. UPDATE: The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park

		and Ride and Addenbrooke's. These
		provide a significant barrier to making this site attractive in terms of sustainable transport.
		Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
		Highways Agency comment 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).
		Proposer identifies Vehicular access from Hauxton Road midway between M11 roundabout and Addenbrooke's Access Road, and vehicular access from A1301 Cambridge Road / Shelford Road between /allotment gardens and Trinity Lane. Also proposes inbound traffic only from M11 roundabout into the site, however County Council do not consider this a suitable option.
		Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public	GREEN = Significant improvements to public transport, cycling, walking facilities
	transport, walking or cycling facilities?	The links to Trumpington and the guideway are poor and it will be difficult to provide a formal crossing to the off-road path along Addenbrooke's Rd and to the crossing of Hauxton Road. A route linking directly to Shelford using the existing accommodation bridge over the railway should be pursued as part of development of the site.
		Promoter states that site would deliver high

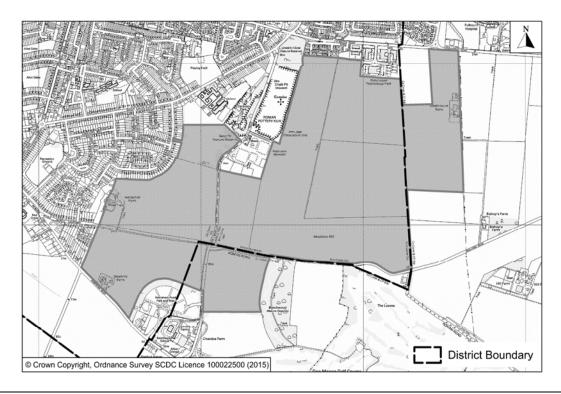
	quality footpaths and cycleways, and public
	transport routes linking to Trumpington Park
	and Ride.

Site Information Development Sequence Broad Location No. 7 Land between Babraham Road and Fulbourn Road

Site reference number(s): CCSC1005 Consultation Reference numbers: N/A

Site name/address: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land east & west of Babraham P&R (developer proposal)

Map:



Site description: Arable open fields and chalk grassland between Fulbourn Road and the Beechwoods, on Worts' Causeway, at western most slope of the Gog Magog Hills and including Netherhall and Newbury farms to west, and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location. The southern part of the site wraps around the Babraham Park and Ride site and Babraham Road forms the south western boundary.

Current use(s): Agricultural land, woodland and School playing fields and adjoining park & ride car park

Proposed use(s): The promoters propose 3,000-4,000 homes south east of Cambridge and 10 ha employment land (identified in the submitted Local Plans). New community facilities and neighbourhood and local centres. A country park of 60ha, and a network of formal and informal open space.

Site size (ha): South Cambridgeshire: 53.97 ha. Cambridge: 116.55 ha.

Potential residential capacity: 3,000-4,000 dwellings

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

	developed	
Agricultural Land	land? Would development lead	RED = Significant loss (20 ha or more) of grades 1 and 2 land
	to the loss of the best and most versatile agricultural land?	Significant areas of grade 2 agricultural land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16,
		identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). Part of this area 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.
POLLUTION Air Ouglity	Would the	DED. Citallian near course of air pollution
Air Quality	development of the sites result in an adverse	RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts
	impact/worsening of air quality?	The development will have a significant adverse impact on air quality and the AQMA due to major transport impact. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the	GREEN = >1,000m of an AQMA, M11, or A14
	A14?	Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.
Pollution	Are there potential Odour, light noise and vibration	AMBER = Adverse impacts capable of adequate mitigation
	problems if the site is developed, as a receptor or generator	The North of the site is close to Fulbourn Road and Limekiln Road runs along the western half of the site. Traffic noise will need assessment. The impact of existing
	(including compatibility with neighbouring uses)?	noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. No adverse effects for residential use from light pollution or odour.

Contamination	Is there possible contamination on the site? Will it protect and where possible enhance the quality of the water environment?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Part of this site is adjacent to an area of unknown filled land. This could be dealt with by condition. GREEN = No impact / Capable of full mitigation
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation There is a large nature area immediately adjacent to the north-west boundary on Limekiln Hill which includes the East Pit and Limekiln Hill Sites of Special Scientific Interest (SSSI's). A large SSSI exists south of Worts Causeway within SCDC focusing on the Gog Magogs golf course. Area is adjacent to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	Wildlife Sites (Netherhall Farm). AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Species of particular note currently known on or adjacent to the site include a breeding Schedule 1 bird species, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. A large-scale habitat creation scheme could benefit these and other species. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision. AMBER = Any adverse impact on protected

site or immediately adjacent protected by a Tree Preservation Order (TPO)? Green Infrastructure Site or immediately adjacent protected by a Tree Preservation Order (TPO) (07/2007) is just outside the site on the south-west boundary of the site. Predevelopment tree survey required. GREEN = Development could deliver significant new green infrastructure	
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Infrastructure access to wildlife significant new green infrastructure	
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and green spaces,	
through delivery of The Promoter's proposal includes 60h	a. of
and access to Country Park, which in itself is a signif	icant
green element f new green infrastructure.	
infrastructure?	
However, this must be balanced wit th	e fact
that the whole site is of strategic impo	
for Countywide Green Infrastructure a	
proposed for landscape scale chalk	110 10
grassland Restoration and creation in	the
adopted 2011 Cambridgeshire Green	uic
Infrastructure strategy. The vision is to	link
up the existing isolated sites with) III IK
	. Loool
Wandlebury, Gog Magogs, Nine Wells	
Nature Reserve and the natural green	
space of the Clay Farm development.	
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE	
Landscape Will it maintain and RED = Significant negative impact on	
enhance the landscape character, no satisfactory	
diversity and mitigation measures possible.	
distinctiveness of	
landscape The existing high quality soft green ed	ge
character? would be negatively impacted. The	
landscape is strongly rural despite bei	
the urban edge. Development would h	ave a
severe negative impact. Development	of
this site, except the small parcel to the	east
of Netherhall Farm, east of Alwyne Ro	ad
and south of Fulbourn Road would ha	ve a
severe negative impact on the purpos	es of
Green Belt.	
Townscape Will it maintain and RED = Significant negative impact on	
enhance the townscape character, no satisfactory	
enhance the diversity and townscape character, no satisfactory mitigation measures possible.	
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		Niedle outs - II Farra - and a CAL - Political
		Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a
		severe negative impact on the purposes of
		Green Belt.
Green Belt	What effect would	RED = Significant negative impact on
	the development of	Greenbelt purposes
	this site have on	
	Green Belt	Development of this site, except the small
	purposes?	parcel to the east of Netherhall Farm, east
		of Alwyne Road and south of Fulbourn Road would have a severe negative impact
		on the purposes of Green Belt.
		1 1
		UPDATE INNER GREEN BOUNDARY
		STUDY 2015
		The study notes that these sector (Sectors
		11, 12 and part of 13.1) play a key role in the setting of the south east of Cambridge,
		with the slopes of the distinctive Gog Magog
		Hills forming the backdrop to views out from
		and across Cambridge in this direction.
		These sectors also prevent the continued
		sprawl of Cambridge to the south east, halting expansion in this direction and
		ensuring that the distance between the
		historic core and the edge of Cambridge
		does not extend further than it is at present.
		Sector 13 plays a key role in the remaining
		separation between Cambridge and Fulbourn, as well as the setting of the
		windmill on Mill Hill and the Conservation
		Area at Fulbourn Hospital.
		Any form of development extending onto the
		slopes of the Gog Magog Hills would
		substantially harm one of the key components of the setting of the city. No
		Green Belt release should be contemplated
		on the sloping or elevated landform in the
		eastern part of sub area 11.1 or 13.1, or the
		majority of Sector 12.
		The current urban edge is mixed and (with
		the exception of Peterhouse Technology
		Park on the edge of Cherry Hinton)
		particularly unvegetated and visually
		prominent. The setting of the city could be
		enhanced by appropriate planting to create a softer, greener urban edge. Limited
		development on the relatively flat ground in
		the western parts of sectors 11 (in both sub
		areas 11.1 and 11.2) and 13.1 and on the
		relatively flat ground in the north of sub area
		12.1, could be undertaken without
		significant long-term harm to Green Belt

purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows:

- The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton, and no further south than the existing boundary of the Peterhouse Technology Park. A permanent, welldesigned edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.
- A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside.
- The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
- The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced.

Parameters for Green Belt release:

- Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills.
- Land along the western edge of sub area 11.2 could be released in conjunction with a release in sub area 10.1 to create a new urban gateway on Babraham Road. However, a substantial buffer should be retained as Green Belt between the new urban gateway and the Park & Ride site. The remainder of sub

		 area 11.2 should remain as Green Belt to prevent additional urban sprawl, encroachment into the countryside and excessive loss of rural land at the foot of the Gog Magog Hills. The boundary of any land released along the western edge of sub area 11.1 should correspond with the edge of any release in sub area 11.2, to create a clear urban gateway on Worts' Causeway. To the north east, it should extend no further than the existing eastern edge of development along Beaumont Road. The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park. The boundary of any land released in the north western corner of sub area 13.1 should extend no further than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout. Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside. The scale and grain should be similar to the existing development on this edge of Cambridge. Medium-low density housing or medium scale office buildings set well into the landscape (similar to Peterhouse Technology Park) are likely
Heritage	Will it protect or	to be most appropriate. AMBER = Site contains, is adjacent to, or
	enhance sites, features or areas of historical, archaeological, or cultural interest	within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Significant prehistoric sites known on the

	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Road) traverses the site and likely to have roadside settlements along its route. A programme of archaeological works should be undertaken prior to the submission of any planning application. Abuts Fulbourn Hospital CA. Adverse effect to setting of Conservation Area due to loss
		of significant open land providing rural backdrop for the designed landscape of
		Fulbourn Hospital.
CLIMATE CHA		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	AMBER = Flood Zone 2 / medium risk
		The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). However, significant site regarding surface water flooding in the wider area as runoff contributes to surface water flooding of the existing built environment. Could potential offer a solution and flood risk management benefit, but may impact on achievable densities as great level of green infrastructure required.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Approximately 6ha. of the site is public and
		private protected open space. 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. Assuming area of Protected Open Space is removed from the site, no obvious constraints that prevent the remainder of site providing full on-site provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	G = <400m Onside provision of new local centre assumed.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	G = <400m Majority of site beyond 800m from nearest health centre or GP service. Given the scale of site provision on site is assumed.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	GREEN = New local facilities or improved existing facilities are proposed of significant benefit
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Site should provide good opportunities by
		virtue of its size to link with existing

		communities, with good urban design, good connectivity and appropriate community provision to aid integration.
ECONOMY	1	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	GREEN = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated The development of up to 4,000 dwellings could generate a need for 500 early years places and a maximum of 1400 (7FE) primary school places and 1000 (7FE) secondary places. On this site the County Council would therefore expect appropriate on-site early

		voore primer voor and accordent advantion
		years, primary, and secondary education provision to be made.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision on site.
Distance:	How far is the	G = Within 1km (or site large enough to provide new)
Secondary School	nearest secondary school?	provide riew)
TRANSPORT	301001:	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Amber if there is a cycle/pedestrian
	the site?	connection to Beaumont Rd and a crossing
		of Limekiln Road thus linking to the off-road
		paths on Queen Edith's Rd which could be widened.
		Significant improvements to support walking and cycling would be required.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	At present and despite being close to the
	of site)?	At present, and despite being close to the Babraham Road Park & Ride, only a small
		section of the northern part of the site
		off Fulbourn Road is less than 400m from
		the HQPT services provided by the Citi
		1 and Citi 3 services.
		The entirety of the site does not meet the
		Local Plan (Policy 8/7) definition of high
		quality public transport. It would require
		delivery of an HQPT service which serves
		the site, which has potential given the scale
		of development proposed.
		Whilst parts of the site are close to the Citi 1
		and 3 services and Park and Ride, the
		advice from Cambridgeshire County Council
		is that the site itself is likely to achieve a 20
0		minute service.
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	Total score of 20
Score (SCDC)	been developed to consider access to	TOTAL SCOLE OF 20
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail station		New bus routes serving would be required
Jacobi		to serve the site, providing improved access
	I .	to solve the oite, providing improved decess

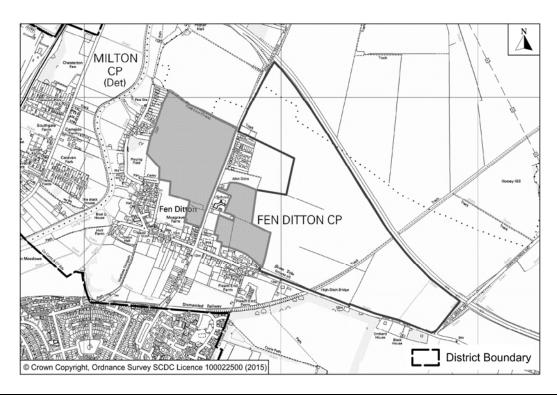
Frequency of Public Transport Public transport journey time to City Centre		to bus services. The promoters masterplan envisages a spine route running through the site (this is addressed further in the access section) (currently over 1,000m to nearest bus stop) G = 20 minute frequency (4) G = 21 to 30 minutes (4) 24 minutes – (Cambridge,Netherhall School – Cambridge, St. Andrews Street). Potential for journey time improvements.
Distance for cycling to City Centre		GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. UPDATE: A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts Causeway, and at Peterhouse Technology Park. The development surrounds Cherry Hinton Road / Limekiln Hill Road and these existing adopted public highways may require improvement / alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granham's Road / Babraham Road junction. Promoters indicate a spine road through the site. This may need to play a strategic function, with wider implications for how the road network operates around the City and potentially a link across to Addenbrooke's Road. S106 contributions and mitigation measures

		will be required where appropriate. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for
		a full Environmental Impact Assessment. This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be. This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine
		what this proportion might realistically be. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved CBC developments. While substantial sustainable improvements are identified for the A1307 and Cherry Hinton Road corridors through the City Deal Programme may provide some headroom, any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Significant improvements to walking and cycling opportunities would be required. Public transport would require links to Babraham Park and Ride, and provision / improvements to key destinations in the city. Highways authority would require cycling
		improvements though the site, improved provision on Hills Road and Cherry Hinton Road.

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 9)
Site reference number(s): CCSC1006	
Consultation Poterance numbers: N/A	

Site name/address: Land at Fen Ditton (Developer Proposal)

Мар:



Site description: The site is located on both sides of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Fleam Dyke and a former railway line lie in the south east of the site. The site comprises several large agricultural fields, divided by patchy low level hedgerows. Further open agricultural land surrounds the site to the north west, north, east and south east, and the site is very visible from higher ground, including from Horningsea Road from the north.

Promoters proposal identifies housing parcels on land west of Horningsea Road, and part of the area adjoining Horningsea Road to the north west of the village, on approximately 25 hectares of land

Current use(s): Agricultural

Proposed use(s): Residential led mixed-use development for between 400 and 500 homes on land to the north west and north east of Fen Ditton. Maintain Green Belt buffer between proposed development and the A14. Opportunities for Green Infrastructure. Promoter refers to potential location for a secondary school.

Site size (ha): South Cambridgeshire: 74.99 ha.

NOTE: The site is smaller than the totality of all of the 3 sites combined, as only part of Site SC160 is included.

Potential residential capacity: 400 to 500 dwellings (proposed by promoter)

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	THE - HOLGHT BE
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of the site is Grade 2, the rest Grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION	•	•
Air Quality AQMA	Would the development of the sites result in an adverse impact/worsening of air quality? Is the site within or	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Adjoins the A14. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. This information will be required prior to further comment. RED = Within or adjacent to an AQMA, M11
	near to an AQMA, the M11 or the A14?	or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Significant Road Transport noise. The east of the site bounds the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. Residential could be acceptable with high level of 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 A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Noise berms / barriers?.
		The promoter proposes maintaining Green Belt buffer between proposed development and the A14, and identifies housing parcels several hundred metres form the A14, providing opportunities for mitigation.
		NOISE: Recreation & Commercial The West of the site will be immediately adjacent to Fen Ditton Primary School & Sports Grounds. Such a short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses. Potential noise nuisance from School e.g. plant & equipment and classroom uses which should be considered prior to allocation. Noise not quantified but could be mitiagted off site if an issue by s106 but requires full cooperation of school etc. Site should not be allocated until these issues have been considered and mitigation options feasibility etc considered.
		Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
		Former railway across site, requires
Water	Will it protect and where possible enhance the quality of the water	assessment, can be conditioned GREEN = No impact / Capable of full mitigation
	environment?	

BIODIVERSITY			
Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	nature		greenspace. No or negligible impacts
	conservation		greenspace. No or negligible impacts
	interest, and		
	geodiversity?		
	, 0		
	(Including		
	International and		
	locally designated		
D.	sites)		11155
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Fenland landscapes support species and
	help deliver habitat		habitats characterised by intensive
	restoration (helping		agriculture due to the high quality soil. This
	to achieve		has restricted biodiversity in some parts.
	Biodiversity Action		However, drains, hedges and field margins
	Plan targets, and		provide refuge for species such as barn owl,
	maintain		corn bunting and skylark. Washlands
	connectivity		provide temporary areas of flooded
	between green		grassland that are important for plants such
	infrastructure)?		,
	illiastructure)?		as the marsh foxtail, tufted hair-grass and
			narrow-leaved water dropwort. Important
			numbers of wintering wildfowl maybe found
			on flooded fields. The network of drainage
			ditches in places still retain water voles with
			otters occasionally found into the fens
			where suitable fish stocks are found. Any
			development proposals should show how
			features of biodiversity value have been
			protected or adequately integrated into the
			design.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
minastructure			Significant fiew green filliastructure
	and green spaces,		A gita of this apple will have a smith and
	through delivery of		A site of this scale will have significant
	and access to		opportunities for the delivery of green
	green		infrastructure.
	infrastructure?		
		ULTURAL HI	
Landscape			
	enhance the		landscape character, no satisfactory
	Will it maintain and enhance the	ULTURAL HI	ERITAGE RED = Significant negative impact on landscape character, no satisfactory

	diversity and	mitigation measures possible.
	distinctiveness of landscape character?	Development would introduce significant urban forms into the foreground setting and affect supporting landscape. Development would significantly affect Key views to Cambridge from the north and east. Large scale development on this site would represent a major eastwards extension and form a new skyline blocking views to Fen Ditton Village and Cambridge beyond and would introduce a very significant extension
		of urban form. It would change the setting and key views from the east and north.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. Significant development of the site would be hugely out of scale with Fen Ditton village,
Croop Polit	through appropriate design and scale of development?	would add significant urban areas to the north and east, it would create an urban gateway to the village, reduce the function of separation between Fen Ditton and Cambridge and block views to the village centre from the north and east. Limited development may be possible to some central and western areas of the site. Development would not physically link Fen Ditton with Cambridge but visually would significantly reduce the value of existing separation. The scale of potential development could overwhelm the village of Fen Ditton.
Green Belt	What effect would the development of this site have on	RED = Significant negative impact on Greenbelt purposes
	Green Belt purposes?	Significant development of the site would urbanise approaches to Fen Ditton and Cambridge and form an urban skyline viewed from the north and east.
		UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that these sector (Sectors 18.2 and 19.1) play a key role in the setting of the north east of Cambridge, and the approach to both Fen Ditton and Cambridge along the B1047 from the north.
		Sub area 18.2 provides separation between the village and the A14, as well as between the future allocated edge of Cambridge and the A14, retaining a rural setting to the city when viewed from the strategic route.

Sector 18.2 also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. Sector 19 forms the rural setting of Fen Ditton to the north and west and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within sectors 18 and 19 could be accommodated without harm to Green Belt purposes. Development within sub area 18.2 would affect the rural setting, form and character of the village. Development within sub area 19.1 would affect the characteristic setting to Fen Ditton and the rural approach towards Cambridge. No Green Belt release should be contemplated in these sectors. Will it protect or RED = Site contains, is adjacent to, or Heritage within the setting of such sites, buildings enhance sites. features or areas of and features, with potential for significant historical. negative impacts incapable of appropriate archaeological, or mitigation cultural interest (including The site will not impact on any Scheduled conservation Ancient Monument or historic park or areas, listed garden. There are several Grade II Listed buildings along High Ditch Road to the buildings, registered parks south, including numbers 6, 14, 15, 16, 17, and gardens and 22, 23 and 25; the closest is approximately scheduled 30m to the south. The south western part of the site adjoins the Fen Ditton Conservation monuments)? Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the

streetscene and townscape is of exceptional

		quality even though the scale is modest.
		The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village.
		Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern. There is evidence for extensive prehistoric and Roman activity in the area, including a Roman settlement known from cropmarks to the north. The site is also located to the north of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Further
		information would be necessary in advance of any planning application for this site.
CLIMATE CHAI	NGE	7 - 5 - 1
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Site subject to minor surface water flood risk but capable of mitigation.
HUMAN HEALT	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km or onsite provision

Facilities	sports facilities?			
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision	
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact	
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		A = 400 - 800m Around 500m to Fen Ditton village centre.	
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m	
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m Over 1km to Barnwell Road Health Centre	
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).	
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible	
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses Development on this scale could not be successfully integrated into Fen Ditton.	
ECONOMY				
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge	

		1	
	particularly in		
	Abbey Ward and		
	Kings Hedges?		
	Would allocation		
	result in		
	development in		
	deprived wards of		
	Cambridge?		
Shopping	Will it protect the		GREEN = No effect or would support the
Onopping	shopping		vitality and viability of existing centres
	hierarchy,		Vitality and viability of existing centres
	3 ·		
	supporting the		
	vitality and viability		
	of Cambridge,		
	town, district and		
	local centres?		
Employment -	How far is the		AMBER = 1-3km
Accessibility	nearest main		
	employment		
	centre?		
Employment -	Would		GREEN = No loss of employment land /
Land	development result		allocation is for employment development
	in the loss of		
	employment land,		
	or deliver new		
	employment land?		
Utilities	Will it improve the		AMBER = Significant upgrades likely to be
	level of investment		required, constraints capable of appropriate
	in key community		mitigation
	services and		Tilligation
	infrastructure,		Electricity - Not supportable from existing
	including		network. Significant reinforcement and new
	communications		•
			network required.
	infrastructure and		Maine water. The site falls within the CIMO
	broadband?		Mains water - The site falls within the CWC
			Cambridge Distribution Zone, within which
			there is a minimum spare capacity of 3,000
			properties based on the peak day for the
			distribution zone, less any commitments
			already made to developers. There is
			insufficient spare capacity within Cambridge
			Distribution Zone to supply the number of
			proposed properties which could arise if all
			the SHLAA sites within the zone were to be
			developed. CWC will allocate spare
			capacity on a first come first served basis.
			Development requiring an increase in
			capacity of the zone will require either an
			upgrade to existing boosters and/or new
			storage reservoir, tower or booster plus
			associated mains.
			ลจจบบเสเซน เหลเหจ.
			Gas. Fon Ditton has mains ass supply and
			Gas – Fen Ditton has mains gas supply and
			the site is likely to be able to be

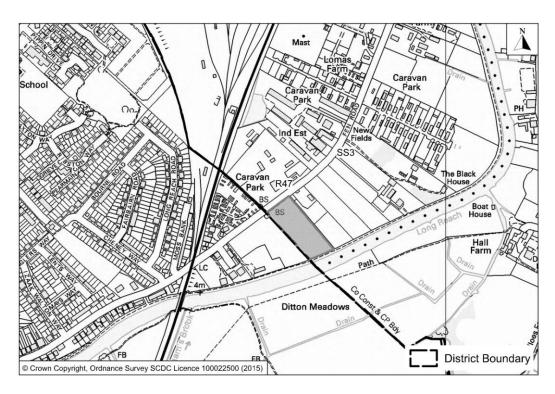
		accommodated with minimal disruption or system reinforcement.		
		Mains sewerage - There is sufficient capacity at the WWTW to accommodate this development site. The sewerage network is approaching capacity and a predevelopment assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.		
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton.		
		After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.		
		The site is adjacent to the village primary school and potential exists for development to add to school capacity either directly via provision of a new school or by provision of additional playing fields, or play space.		
Distance: Primary School	How far is the nearest primary school?	G = <400m 0.40km ACF – Fen Ditton Community Primary School		
		A development of this scale would be expected to provide an additional primary school or expanded local provision.		
Distance:	How far is the	R = Greater than 3km		
Secondary School	nearest secondary school?	3.54km ACF – Manor Community College km.		
TRANSPORT				
Cycle Routes	What type of cycle routes are accessible near to	AMBER = Medium quality off-road path. There is no provision for cyclists at the		
	the site?	southern end of Horningsea Road.		

	T	1	
HQPT	lo thoro Lligh		While there is a short section of Horningsea Road just north of the junction with Fen Ditton High Street that does not have any off-road cycle path, this development could potentially link into Green End via Field Lane as an alternative means of providing access towards Cambridge (i.e. via Church Street / Fen Ditton High Street then onto the Wadloes Footpath and NCN route) As such recommend change to AMBER (Change form Red to Amber)
ngri	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances Over 400m from HQPT.
Sustainable	Scoring		DARK GREEN = Score 19-25
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		
Distance: bus			G = Within 600m (4)
stop / rail station			674m ACF to nearest bus stop (Citi 3 service). UPDATE: Depending on the layout of the site there is the possibility that Citi 3 buses could be extended up into the site. Recommend changing to Green.
			(Change from Amber to Green)
Frequency of Public Transport			G = 20 minute frequency (4)
Public			GG = 20 minutes or less (6)
transport journey time to City Centre			20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).
Distance for			GG = Up to 5km (6)
cycling to City Centre			3.22km ACF
Distance:	How far is the site		R = >800m
Railway Station	from an existing or proposed train station?		1.59km ACF – Science Park Station
Access	Will it provide safe access to the highway network, where there is		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.

	available capacity?	UPDATE: A junction located on High Ditch / Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design. The Highway Authority would like to highlight the close proximity of the primary school to this development. In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such
		infrastructure will extend beyond the confines of the site. Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
		Mindful of the substantial improvement in quality and capacity of sustainable transport networks that will be delivered by the City Deal Programme (Chisholm Trail, Ditton Meadows Cycle Bridge, Newmarket Road Corridor) it is considered that this could potentially off-set the additional vehicular impact on the LHA that would be generated by a site in this location, however any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network	AMBER = No impacts There is no provision for cyclists at the
	safer for public transport, walking	southern end of Horningsea Road. There may be some potential for improvements
	or cycling facilities?	associated with the site.

Site Information		
Development Sequence	Edge of Cambridge	
Site reference number(s): SCH/6		
Consultation Reference numbers:		
Site name/address: Chesterton Fen Road, Milton		

Мар:



Site description: Field off Fen Road adjoining River Cam. Hedges with occasional trees to boundaries.

Current use(s): Rough grazing

Proposed use(s): Residential boat moorings

Site size (ha): South Cambridgeshire: 0.95 ha.

Potential residential capacity: N/A

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	GREEN = Neutral. Development would not affect grade 1 and 2 land.
Minerals	Will it avoid the	GREEN = Site is not within an allocated or

	otorilioation of	cofoguarded area
	sterilisation of	safeguarded area.
	economic mineral	
DOLLUTION	reserves?	
POLLUTION Air Quality	Mould the	AMPED Sitaling poor source of air
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Site lies near source of air pollution, or development could impact on air quality, with minor negative impacts incapable of mitigation.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site	AMBER = Adverse impacts capable of adequate mitigation Site lies near to industrial premises on Fen
	is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Road with potential negative impacts, but these should be capable of mitigation.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	Would development	AMBER = Development would have a negative impact on existing features or

-			
	reduce habitat fragmentation, enhance		network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green		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.
	infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Assumptions for a neutral impact include
	green infrastructure?		that appropriate design and mitigation measures would be achieved through the development process.
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - site could impact on the landscape setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		AMBER = negative impact on townscape character, incapable of mitigation. Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - site could impact on the setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes Site is within the Green Belt, but Policy H/6 proposes to keep development to a minimum.

Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for negative
	historical,		impacts capable of appropriate mitigation
	archaeological, or		1 1 1 3
	cultural interest		Site could impact on the setting of Fen
	(including		Ditton conservation area, which contains
	conservation		several listed buildings. However, Policy H/6
	areas, listed		proposes to keep development to a
	buildings,		minimum. There is known archaeology in
	registered parks		the area, which will require assessment
			•
	and gardens and		prior to development.
	scheduled		
01 134 4 77 011 4	monuments)?		
CLIMATE CHA		ı	
Renewables	Will it support the		AMBER = Standard requirements for
	use of renewable		renewables would apply
	energy resources?		
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk
HUMAN HEALT	TH AND WELL BEING	ì	
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		
	space?		
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		Citalian of official providers.
Facilities	sports facilities?		0.7km ACF from centre of the site to Fen
1 dominoo	oporto radintido:		Ditton Recreation Ground.
Distance: Play	How far is the		AMBER = 400 -800m
Facilities	nearest play space		TAMBER = 400 GOOM
1 dollitioo	for children and		745m ACF from centre of the site to Fen
			Ditton Recreation Ground.
Cupou	teenagers? Will it provide for		
Gypsy &	_		AMBER = No Impact
Traveller	the		
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		R = 800m
District or	from the nearest		
Local Centre	District or Local		804m ACF to Fen Ditton High Street.
	centre?		-
Distance: City	How far is the site		R = >800m
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		A = 400 - 800m
Service	nearest health		7. – 100 000111
COLVIOC	centre or GP		700m ACF from centre of site to Nuffield
	service?		
Kov Loog!			Road Medical Centre, Cambridge.
Key Local	Will it improve		AMBER = No impact on facilities (or

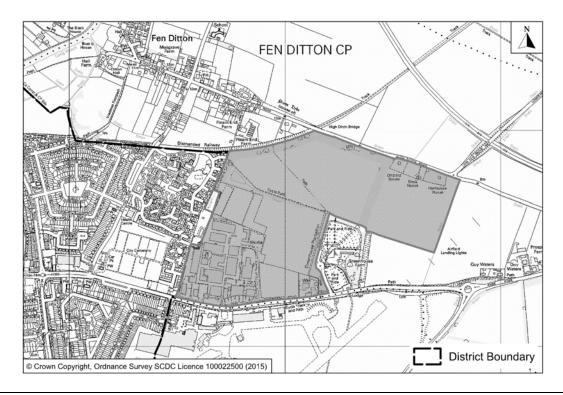
Facilities	quality and range	satisfactory mitigation proposed).
raciiilles	of key local	satisfactory mitigation proposed).
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	development.
	post offices, pubs etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
Facilities		replacement / appropriate mitigation
	engagement in	
	community activities?	possible
	activities?	No facilities last, and no new facilities
		No facilities lost, and no new facilities proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	with existing confindintes
Communics	with existing	
	communities?	
ECONOMY	Communico:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(30	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use.
		1km ACF from centre of site to Cambridge
		003B (Cambridge Northern Fringe East &
Familia (10/ -	Trinity Hall Industrial Estate)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	

	T	
	or deliver new	
Utilities	employment land? Will it improve the level of investment	GREEN = Existing infrastructure likely to be sufficient
	in key community services and infrastructure, including communications infrastructure and broadband?	Suncient
Education Capacity	Is there sufficient education	GREEN= Non-residential development / surplus school places
	capacity?	School capacity constraints but potential for improvement to meet needs
Distance:	How far is the	A = 400 - 800m
Primary School	nearest primary school?	740m ACF from centre of site to Shirley School, Cambridge.
Distance:	How far is the	A = 1 to 3 km
Secondary School	nearest secondary school?	2.1km ACF from centre of site to North Cambridge Academy, Cambridge.
		Site is within 3km of: Chesterton Community College, Cambridge; North Cambridge Academy (formerly Manor Community College), Cambridge and Parkside Community College, Cambridge.
TRANSPORT		, , , , , , , , , , , , , , , , , , ,
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
HQPT	Is there High Quality Public Transport (at edge of site)?	GREEN = High quality public transport service
Sustainable Transport	Scoring mechanism has	DARK GREEN = Score 19-25
Score (SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score 20
Distance: bus stop / rail station		R = Within 1000m (2) 835m ACF from the centre of the site to the nearest bus stop with Citi 2 service

		(Chesterton, Franks Lane).
Frequency of		GG = 10 minute frequency or better (6)
Public		(0)
Transport		Citi 2 - 10 Minute Service
Public		GG = 20 minutes or less (6)
transport		
journey time to		14 Minutes from to Cambridge (Chesterton,
City Centre		Franks Lane to Cambridge, Emmanuel
		Street)
Distance for		GG = Up to 5km (6)
cycling to City		
Centre		3.35km ACF to Cambridge Market
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	3,421m ACF from centre of the site to
	station?	Cambridge Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	
	where there is	
	available capacity?	AMBER 11 1
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information			
Development Sequence	Edge of Cambridge		
Site reference number(s): CE/3 / SS3			
Consultation Reference numbers:			
Site name/address: Cambridge East – Land north of Newmarket Road			

Мар:



Site description: The site lies to the north of Newmarket Road and comprises the North Works site (although car show rooms and associated uses on the frontage of Newmarket Road may be retained in the short term), fields to the north of the North Works and a petrol filling station. The site lies almost entirely within South Cambridgeshire.

Land North of Newmarket Road was allocated within South Cambridgeshire Local Development Framework Cambridge East Area Action Plan as Policy CE/3. Policy CE/3 has been carried forward into the Local Plan as Policy SS/3.

Current use(s): Business use, petrol filling station and agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 61.56 ha

Potential residential capacity: 1,500 - 2,000 dwellings

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	Some elements of Previously Development
	use of previously	Land north of Newmarket Road
	developed	
	land?	
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land Minerals	development lead to the loss of the best and most versatile agricultural land? Will it avoid the	grades 1 and 2 land Includes areas of grade 2 agricultural land. GREEN = Site is not within an allocated or
Willierais	sterilisation of economic mineral reserves?	safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Potential for impact on local air quality. Outside AQMA.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	AMBER = <1,000m of an AQMA, M11 or A14 220m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Noise issues from surrounding uses may require mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential to require remediation from former uses.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY		CDEEN - Door not contain is not adiscent
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts

	1	1	
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links
	enhance		Potential for biodiversity enhancement,
	native species, and		sought by the Cambridge East Area Action
	help deliver habitat		Plan.
	restoration (helping		
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		Site adjoins three groups of protected lime
	by a Tree		trees along Newmarket Road.
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		Potential to deliver elements of Green
	and access to		Infrastructure
	green		
LANDCCADE	infrastructure?	III TUDAL III	FRITAGE
	TOWNSCAPE AND C	ULTURAL H	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		Land was removed from Green Belt by
	distinctiveness of		previous round of plan making. Site was
	landscape character?		considered capable of development without
Townsoons	Will it maintain and		significant impact on Green Belt purposes. AMBER = negative impact on townscape
Townscape	enhance the		, , ,
	diversity and		character, incapable of mitigation.
	distinctiveness of		Land was removed from Green Belt by previous round of plan making. Site was
	townscape		considered capable of development without
	character, including		significant impact on Green Belt purposes.
	through		significant impact on Green belt purposes.
	appropriate design		
	and scale of		
	development?		
Green Belt	What effect would		GREEN = No impact or Minor positive
Oleen Deit	the development of		impact on Green Belt purposes
	this site have on		Land was removed from Green Belt by
	11113 3115 HAVE UH		Land was removed noin Green Deliby

	T =		
	Green Belt		previous round of plan making. Site was
	purposes?		considered capable of development without
			significant impact on Green Belt purposes.
Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for negative
	historical,		impacts capable of appropriate mitigation
	archaeological, or		Cambridge East AAP requires measures to
	cultural interest		investigate archaeology on the site.
			investigate archaeology on the site.
	(including		
	conservation		
	areas, listed		
	buildings,		
	registered parks		
	and gardens and		
	scheduled		
	monuments)?		
CLIMATE CHA	NGE		
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
	energy resources?		energy.
	3 ,		Cambridge East AAP requires at least 10%
			of energy requirements to be met through
			renewables.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
	TH AND WELL BEING	<u> </u>	ONLEW - 1 1000 Zone 17 10W 115K
Open Space	Will it increase the		GREEN = Assumes minimum on-site
Open Space			
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		Cambridge East AAP requires delivery of
	space?		open space to meet needs generated.
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		Assume onside provision as site of over 200
Facilities	sports facilities?		dwellings, which would be required to
			deliver on site facilities to meet policy.
			1.2km ACF from centre of the site to Fen
			Ditton Recreation Ground.
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		Assume onside provision as site of over 200
	for children and		dwellings, which would be required to
	teenagers?		deliver on site facilities to meet policy.
	toonagors:		1,247m ACF from centre of the site to Fen
			Ditton Recreation Ground.
Gyncy 8	Will it provide for		AMBER = No Impact
Gypsy & Traveller	Will it provide for		AIVIDEN = NO IIIIPAGI
Travellel	the		
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400m
District or	from the nearest		Will include local centre on site.
Local Centre	District or Local		
	centre?		
	1		

Diotopool City	How far is the site	R = >800m
Distance: City Centre		R = >800m
Centre	from edge of defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	682m ACF from centre of site to East
Service	centre or GP	Barnwell Health Centre.
	service?	Daniwell Health Centre.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
i aciiiles	of key local	benefit
	services and	Will include new local centre, and AAP
	facilities including	requires delivery of community facilities to
	health, education	meet needs.
	and leisure (shops,	meet needs.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
1 dominos	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Cambridge East AAP requires delivery of
		community facilities.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
Chamair :	Cambridge?	ODEEN. No effect as would assure at the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	Cambridge East AAP specifically requires
	supporting the	regard to be had to impact on other centres.
	vitality and viability	
	of Cambridge,	
	town, district and local centres?	
Employment	How far is the	AMBER = 1-3km
Employment - Accessibility	nearest main	2.3km ACF from centre of the site to
Accessibility	employment	Cambridge 003B (Cambridge Northern
	centre?	Fringe East & Trinity Hall Industrial Estate)
Employment -	Would	G = No loss of employment land / allocation
	vvoulu	G = 100 1055 or employment land / allocation

	T	
Land	development result	is for employment development
	in the loss of	Residential led, but potential to retain
	employment land,	employment north of Newmarket Road.
	or deliver new	
1.141144	employment land?	AMBER OF 16 A LUIL A L
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Infrastructure improvements required to accommodate this scale of development.
	infrastructure, including	Measures are set out in the Cambridge East
	communications	Area Action Plan.
	infrastructure and	7 (Od 7 (Odo)) Flam.
	broadband?	
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	New school provision required.
Distance:	How far is the	G = <400m
Primary	nearest primary	Primary school to be provided on site.
School	school?	
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	2.6km ACF from centre of site to Coleridge
School TRANSPORT	school?	Community College.
	What type of cycle	AMBER = Medium quality off-road path
Cycle Routes	routes are	Development will provide opportunities for
	accessible near to	cycling infrastructure improvements.
	the site?	Measures are outlined in the Cambridge
		East Area Action Plan.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
	of site)?	
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	Total score 22
Score (SCDC)	been developed to	
	consider access to	
	and quality of	
	public transport, and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		Cambridge East AAP states all
station		development will be within 400m of a bus
		stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		Park and ride buses every 10 minutes.
Transport		Citi1 service runs part north of Cherry
		Hinton site, providing 20 minute frequency
		Service.
		Cambridge East AAP development will be
		served by HQPT

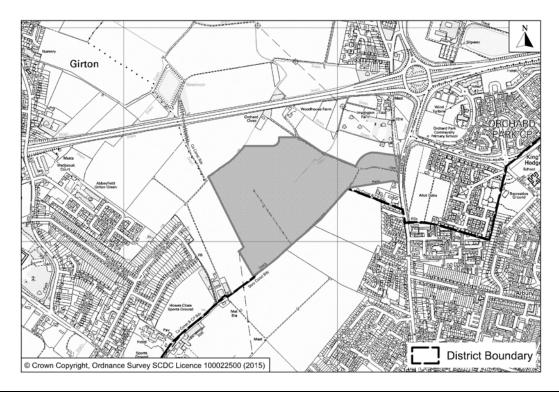
Public		GG = 20 minutes or less (6)
transport		20 20 111111111111111111111111111111111
journey time to		
City Centre		
Distance for		GG = Up to 5km (6)
cycling to City		00 = 0p to onin (0)
Centre		
Distance:	How far is the site	R = >800m
Railway	from an existing or	3,670m ACF from centre of the site to
Station	proposed train	Cambridge Station.
	station?	o same mage o same m
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Road access mitigation measures will be
	available capacity?	required.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	Development will provide opportunities for
	transport, walking	public transport / walking and cycling
	or cycling facilities?	infrastructure improvements. Measures are
		outlined in the Cambridge East Area Action
		Plan.

Site Information			
Development Sequence	Edge of Cambridge (Broad Location 10) Land between Huntingdon Road and Histon Road		
Site reference number(s): SP/2 / SS/2 & SC298			

Consultation Reference numbers:

Site name/address: Land between Huntingdon Road and Histon Road - NIAB 2

Map:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB development within the city (the NIAB1 site).

NIAB 2 was allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.

Current use(s): Agricultural land

Proposed use(s): Housing-led urban extension

Site size (ha): South Cambridgeshire: 27.80 ha

Potential residential capacity: Approximately 900 dwellings

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL No significant area of previously developed land.
Agricultural Land	Would development lead	RED = Significant loss (20 ha or more) of grades 1 and 2 land

	1	
	to the loss of the best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - a large proportion of the site is grade 2, the remainder of the site is grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area. 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.
POLLUTION	1 1 1 1 1	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Developable area avoids the air quality management area to the north. Mitigation measures will still be required, including consideration of the impact of development on air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	RED = Within or adjacent to an AQMA, M11 or A14 Adjacent to the AQMA. 150m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation High level of noise associated with A14, but capable of appropriate mitigation.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the

			development process and will mitigate any impact on groundwater.
BIODIVERSITY	<u>'</u>		I Fact on Groundhaton
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation No impact on protected sites and species (or impacts could be mitigated). Does not contain designated sites, however adjacent to SSSI on Histon Road.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation The site contains and adjoins two groups of protected trees to the north and north east; woodlands around Woodhouse Farm and South of Impington Farm.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?	III TURAL PI	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
•		OLIUKAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible.
Townscape	Will it maintain and enhance the diversity and distinctiveness of		AMBER = negative impact on townscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt

	tourno como	numana hausayan mili matian in anna ili i
	townscape	purposes however mitigation is possible.
	character, including	
	through	
	appropriate design	
	and scale of	
Green Belt	development? What effect would	AMPER - pagative impact on Croophelt
Green beit		AMBER = negative impact on Greenbelt
	the development of this site have on	purposes Development at this site would have
	Green Belt	negative impacts on the Green Belt
	purposes?	purposes however mitigation is possible.
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
Пептаде	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation
	archaeological, or	Grade II* listed Girton College lies over
	cultural interest	400m from the site and is separated from it
	(including	by suburban housing. Impington Farm
	conservation	consists of a group of three former farm
	areas, listed	buildings located tight in the corner formed
	buildings,	by the old Cambridge Road and the A14.
	registered parks	The farmhouse may be of sufficient interest
	and gardens and	to list.
	scheduled	The site is located in an area of high
	monuments)?	archaeological potential. The Iron Age
		ringwork Arbury Camp was located to the
		immediate east (HER 08479) and
		croprmarks 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
		development to south, with evidence for Iron
		Age and Roman settlement (HER
		ECB3788). 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. Archaeological potential
		will require further information but the
		assumption for a neutral impact is that it is
		likely appropriate mitigation can be
		achieved through the development process.
CLIMATE CHA		AMPED OF LANGE
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
Floor Dist	energy resources?	ODEEN Flood Zama 4 / Januarian
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Site within Flood Zone 1 and no drainage
	1	issues that cannot be appropriately

		addressed.
HUMAN HEALT	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners propose substantial areas of new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	A = 400 - 800m 400-800m from new local centre at NIAB1.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	A = 400 - 800m A new health facility is to be provided as part of the NIAB1 development.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	GREEN = New local facilities or improved existing facilities are proposed of significant benefit New local facilities or improved existing facilities are proposed of significant benefit. The development will include a new secondary school, primary school, local shopping and community facilities.
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible No facilities lost, and no new facilities proposed directly as a result of the development.
Integration with Existing	How well would the development on	GREEN = Good scope for integration with existing communities / of sufficient scale to

Communities	the site integrate	create a new community.
	with existing	
5001010 /	communities?	
ECONOMY	T	LANDER N
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres Development would support vitality or viability of existing centres. Local centre for the whole development proposed within the adjoining development in Cambridge City.
Employment - Accessibility	How far is the nearest main employment centre?	AMBER = 1-3km 1.7km ACF from centre of the site to South Cambridgeshire 006D (Histon, including Vision Park)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	G = No loss of employment land / allocation is for employment development Potential to include elements of employment development.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. New schools to be provided on site.
Distance: Primary	How far is the nearest primary	G = <400m New school to be provided on the NIAB2

School	school?	site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	A new school is to be provided on the
		NIAB2 site.
TRANSPORT		
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
		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.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
Cueteinalda	of site)?	DADIC ODEEN Cooks 40.05
Sustainable	Scoring mechanism has	DARK GREEN = Score 19-25 Total score 22
Transport		Total score 22
Score (SCDC)	been developed to consider access to	
	and quality of public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus	Todi ontona polow.	GG = Within 400m (6)
stop / rail		266m from nearest bus stop
station		·
Frequency of		G = 20 minute frequency (4)
Public		
Transport		
Public		GG = 20 minutes or less (6)
transport		Citi 8 service: 12 minute journey time.
journey time to		(Arbury, Brownlow Road – Cambridge,
City Centre		Emmanuel Street).
Distance for		GG = Up to 5km (6)
cycling to City		2.33km ACF from the centre of the site to
Centre		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	4,673m ACF from centre of the site to
Station	proposed train	Cambridge Station.
	station?	ODEEN N
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	Safe access can be achieved. Insufficient
	where there is	capacity on existing roads. The extent of
	available capacity?	necessary mitigation measures relating to
		highway capacity will need to be determined
		through transport modelling and a detailed
Non Cor	Mill it poolso the	transport assessment.
Non-Car	Will it make the	GREEN = Significant improvements to

Facilities	transport network	public transport, cycling, walking facilities
	safer for public	Subject to there being good links from the
	transport, walking	development to the proposed orbital cycle
	or cycling facilities?	route to the southeast and to the adjoining
	, ,	development in Cambridge City and to the
		centre of Cambridge. There should also be
		a cycle / pedestrian link to Thornton Way.

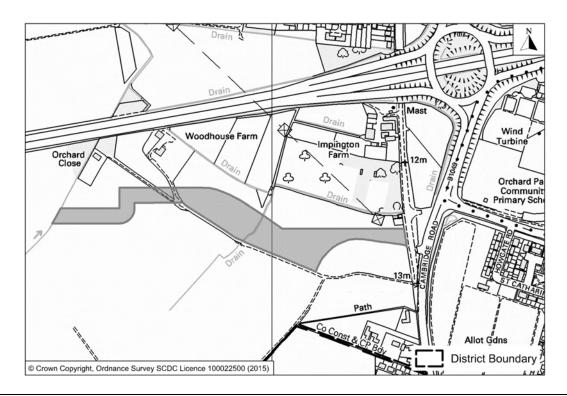
Site Information	
Development Sequence	Edge of Cambridge (Broad Location 10) Land between Huntingdon Road and Histon Road
Site reference number(s): SS/2 & SC298	

One reference number (s). 33/2 & 30/29

Consultation Reference numbers:

Site name/address: Land between Huntingdon Road and Histon Road - NIAB 3

Мар:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB developments within the City and South Cambridgeshire (the NIAB1 & 2 sites).

NIAB 2 was allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.

Current use(s): Agricultural land

Proposed use(s): Housing-led urban extension

Site size (ha): South Cambridgeshire: 3.16 ha

Potential residential capacity: Approximately 100 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make	No significant area of previously developed
	use of previously	land.
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land

	T	
Land	development lead to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Willicials	sterilisation of	safeguarded area.
	economic mineral	The majority of this site falls within the
	reserves?	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
DOLLUTION		manner.
POLLUTION Air Quality	Would the	 AMBER = Site lies near source of air
All Quality	development of the	pollution, or development could impact on
	sites result in an	air quality adverse impacts.
	adverse	Developable area avoids the air quality
	impact/worsening	management area to the north. Mitigation
	of air quality?	measures will still be required, including
		consideration of the impact of development
		on air quality.
AQMA	Is the site within or	RED = Within or adjacent to an AQMA, M11
	near to an AQMA,	or A14
	the M11 or the	Partly located in an AQMA.
Dellution	A14?	115m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise	AMBER = Adverse impacts capable of adequate mitigation
	and vibration	High level of noise associated with A14, but
	problems if the site	capable of appropriate mitigation.
	is developed, as a	capable of appropriate imagenesis
	receptor or	
	generator	
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
Containination	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		Potential for minor benefits through
		remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	Development unlikely to affect water quality.
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the

			development process and will mitigate any impact on groundwater.
BIODIVERSITY	<u>'</u>		I Fact on Groundhaton
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation No impact on protected sites and species (or impacts could be mitigated). Does not contain designated sites, however adjacent to SSSI on Histon Road.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation The site contains and adjoins two groups of protected trees to the north and north east; woodlands around Woodhouse Farm and South of Impington Farm.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?	III TURAL PI	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
•		OLIUKAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible.
Townscape	Will it maintain and enhance the diversity and distinctiveness of		AMBER = negative impact on townscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt

	townson -	numana haurara mitiratian ia nasaihia
	townscape	purposes however mitigation is possible.
	character, including through	
	appropriate design	
	and scale of	
	development?	
Green Belt	What effect would	AMBER = negative impact on Greenbelt
	the development of	purposes
	this site have on	Development at this site would have
	Green Belt	negative impacts on the Green Belt
	purposes?	purposes however mitigation is possible.
		UPDATE INNER GREEN BOUNDARY
		STUDY 2015
		The study notes that this sector as a whole
		(Sector 1) plays a key role in the separation between the village of Girton and the
		existing and future edge of Cambridge, both
		adjacent to the Darwin Green development
		and in relation to the development at North
		West Cambridge. It also provides
		separation between the future edge of
		Cambridge and Histon and Impington. It
		retains open countryside close to the future
		edge of the city and prevents the sprawl of
		built development as far as the edge of
		Girton and the A14, retaining the distinctive
		approach into Cambridge from the north
		west along Huntingdon Road. It also
		preserves what remains of the separate identity of the southern part of Girton.
		identity of the southern part of Girton.
		South Cambridgeshire Local Plan proposes
		a minor realignment of the boundary
		between sub area 1.3 and the future
		development, with a small release of land
		from Green Belt. This will marginally
		decrease the width of Green Belt retained
		south of the A14 but will make no
		appreciable difference to the perception of
		the city and its setting, nor to the separation
I louite se	M/III it waste of an	from the necklace villages.
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
	enhance sites,	within the setting of such sites, buildings
	features or areas of historical,	and features, with potential for negative impacts capable of appropriate mitigation
	archaeological, or	Grade II* listed Girton College lies over
	cultural interest	400m from the site and is separated from it
	(including	by suburban housing. Impington Farm
	conservation	consists of a group of three former farm
	areas, listed	buildings located tight in the corner formed
	buildings,	by the old Cambridge Road and the A14.
	registered parks	The farmhouse may be of sufficient interest
	and gardens and	to list.
	scheduled	The site is located in an area of high

CLIMATE CHA	monuments)?		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 development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). 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. 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.
			AMPED - Standard requirements for
Renewables	Will it support the		AMBER = Standard requirements for
	use of renewable		renewables would apply
Flood Risk	energy resources? Is site at flood risk?		GREEN = Flood Zone 1 / low risk
FIOOU KISK	is site at 11000 fisk?		Site within Flood Zone 1 / low risk Site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	;	
Open Space	Will it increase the		DARK GREEN = Development would create
	quantity and quality of publically accessible open space?		the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners propose substantial areas of new public open space.
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor		Assume onside provision as site of over 200
Facilities	sports facilities?		dwellings, which would be required to
			deliver on site facilities to meet policy.
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		Assume onside provision as site of over 200
	for children and		dwellings, which would be required to
Gypcy 9	teenagers?		deliver on site facilities to meet policy.
Gypsy & Traveller	Will it provide for		AMBER = No Impact
Travellel	the accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
I	1 2		

D: 1		A 400 000
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	400-800m from new local centre at NIAB1.
Local Centre	District or Local	
	centre?	
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	A new health facility is to be provided as
0011100	centre or GP	part of the NIAB1 development.
	service?	part of the Mines adversprinent.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	· ·	·
racillues	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of significant benefit.
	health, education	The NIAB developments will include a new
	and leisure (shops,	secondary school, primary school, local
	post offices, pubs	shopping and community facilities.
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	No facilities lost, and no new facilities
	dournios:	proposed directly as a result of the
		development.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communices	with existing	Create a new community.
	_	
FCONOMY	communities?	
ECONOMY	ID 11 11	ANADED NI ('dl' l' () () () ()
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
J. Opping	shopping	vitality and viability of existing centres
	hierarchy,	, ,
	,	Development would support vitality or viability of existing centres. Local centre for
		i viadility di existino centres. Local centre for
	supporting the	
	vitality and viability	the whole development proposed within the
	vitality and viability of Cambridge,	
	vitality and viability	the whole development proposed within the

	T	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	1.7km ACF from centre of the site to South
	employment	Cambridgeshire 006D (Histon, including
	centre?	Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	Potential to include elements of employment
	employment land,	development.
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Major utilities infrastructure improvements
	infrastructure,	required, but constraints can be addressed.
	including	The electricity, mains water, gas and
	communications	sewerage systems will need reinforcement
	infrastructure and	to increase capacity.
	broadband?	
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	After allowing for surplus school places,
	oupdoity.	development of this site would be likely to
		require an increase in school planned
		admission numbers, which may require the
		expansion of existing schools and/or
		provision of new schools. New schools to be
		provided on the NIAB2 site.
Distance:	How far is the	G = <400m
Primary	nearest primary	New school to be provided on the NIAB2
School	school?	site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	A new school is to be provided on the
301001	SCHOOLS	NIAB2 site.
TRANSPORT		MADZ Site.
	Mhat tupo of avala	CREEN - Quiet regidential street appeal
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
		Subject to there being good links from the
		development to the proposed orbital cycle
		route to the southeast. There should also be
LIODT	In the second Post	a cycle / pedestrian link to Thornton Way.
HQPT	Is there High	GREEN = High quality public transport
	Quality Public	service
	Transport (at edge	
	of site)?	DADY 00-511 6 10-55
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	Total score 22
Score (SCDC)	been developed to	
	consider access to	
	and quality of	
	public transport,	
	· · · · · · · · · · · · · · · · · · ·	

	and cycling. Scores determined by the four criteria below.	
Distance: bus stop / rail station		GG = Within 400m (6) 266m from nearest bus stop
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
Distance for cycling to City Centre		GG = Up to 5km (6) 2.33km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m 4,728m ACF from centre of the site to Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated Safe access can be achieved. Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity will need to be determined through transport modelling and a detailed transport assessment.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	GREEN = Significant improvements to public transport, cycling, walking facilities Subject to there being good links from the development to the proposed orbital cycle route to the southeast and to the adjoining development in Cambridge City and to the centre of Cambridge. There should also be a cycle / pedestrian link to Thornton Way.