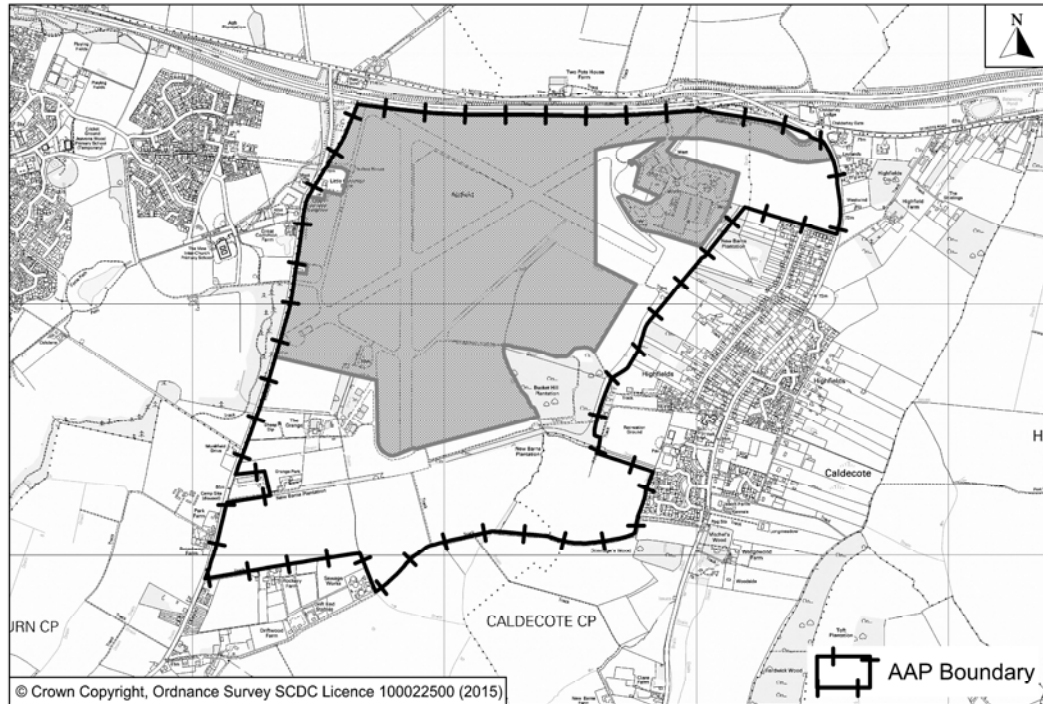


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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC057 & 238 | |
| Consultation Reference numbers: 5 (I&O 2012) | |
| Site name/address: Bourn Airfield, Bourn | |

Map:



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

Current use(s): Civil Aviation Authority Licensed Airfield for pilot training and private aircraft / Storage / Market / Agricultural

Proposed use(s): New Village to the east of Cambourne with 3,000-3,500 dwellings, employment, retail, commercial uses, outdoor, outdoor recreation and park & ride

Site size (ha): South Cambridgeshire: 151.1 ha. (including 9.4ha. for ThyssenKrupp employment site)

Potential residential capacity: 3,500 dwellings

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | <p>AMBER = Partially on PDL</p> <p>The site includes the runways and some aircraft hangers, industrial buildings and outside storage areas. The rest of the site is in agricultural use and therefore not PDL. Approximately one third of site PDL.</p> |

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| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Majority of site is Grade 2.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.</p> |
| 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? | | <p>AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts</p> <p>Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.</p> |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring | | <p>AMBER = Adverse impacts capable of adequate mitigation</p> <p>Noise issues - Environmental Health concerns about the site in 2012 relate to the former ThyssenKrupp manufacturing processes on the site. Note that the site is not currently in active use. The replacement of the existing industrial type uses with lower noise impact employment</p> |

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| | uses)? | | development more compatible with residential as required by the local plan policy proposed, with additional noise mitigation as appropriate and consideration of measures to mitigate traffic noise impacts from the A428 on future residential would address these concerns, through master planning and detailed design. |
| Contamination | Is there possible contamination on the site? | | <p>AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development</p> <p>This site is previously an airfield and may have contaminated land. It will require investigation. Potential for minor benefits through remediation of minor contamination.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Adjoins Bucket Hill Plantation County Wildlife Site.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.</p> |
| Biodiversity | Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Assumptions are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. Greatest impact likely to be as a result of losing grassland habitats currently found within the</p> |

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| | maintain connectivity between green infrastructure))?) | | <p>airfield strips. Great crested newts are known to be in the vicinity and may also be adversely affected.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.</p> |
| TPO | Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? | | <p>AMBER = Any adverse impact on protected trees capable of appropriate mitigation</p> <p>TPO present in hedge lines throughout the site with a significant woodland in the south east boundary (just off site).</p> |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>GREEN = Development could deliver significant new green infrastructure Opportunities for new green infrastructure within the wider AAP area.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> |

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| | development? | | <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>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</p> <p>Setting of listed buildings to west and south west of site would be adversely affected by development. 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.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>GREEN = Development would create additional opportunities for renewable energy.</p> <p>Development would create minor additional</p> |

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| | | | opportunities for renewable energy. A new settlement of this scale would be expected to include additional renewable energy options |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create opportunities for new public open space, including through delivery of green infrastructure. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on site |
| 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 New village centre would be required. (Centre point of site beyond 1,000m of nearest existing 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 Assumed provision on site |
| 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 settlement therefore would expect to be self sufficient and sustainable. Promoter has indicated that the settlement will be a mixed use sustainable community. |
| Community Facilities | Will it encourage and enable | | GREEN = Development would not lead to the loss of any community facilities or |

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| | engagement in community activities? | | <p>replacement / appropriate mitigation possible</p> <p>New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable.</p> |
| 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? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.</p> |
| 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? | | <p>DARK GREEN= Development would significantly enhance employment opportunities</p> <p>It is proposed that the new settlement be a mixed-use community therefore this would mitigate the loss of employment as a result of developing the airfield site. In addition the adjoining industrial site is proposed to be redeveloped with employment uses compatible with the adjoining site would enable the new village to include a significant element of employment.</p> |
| Utilities | Will it improve the level of investment | | AMBER = Significant upgrades likely to be required, constraints capable of appropriate |

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| | in key community services and infrastructure, including communications infrastructure and broadband? | | mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewage network is at capacity. |
| 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 Assumed provision on site. |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) Assumed new secondary school provision on-site. |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | AMBER = Medium quality off-road path. TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying from off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. |
| 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 TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term. The City Deal A428 public transport corridor scheme includes bus priority and bus infrastructure improvements to improve journey time reliability (currently the subject |

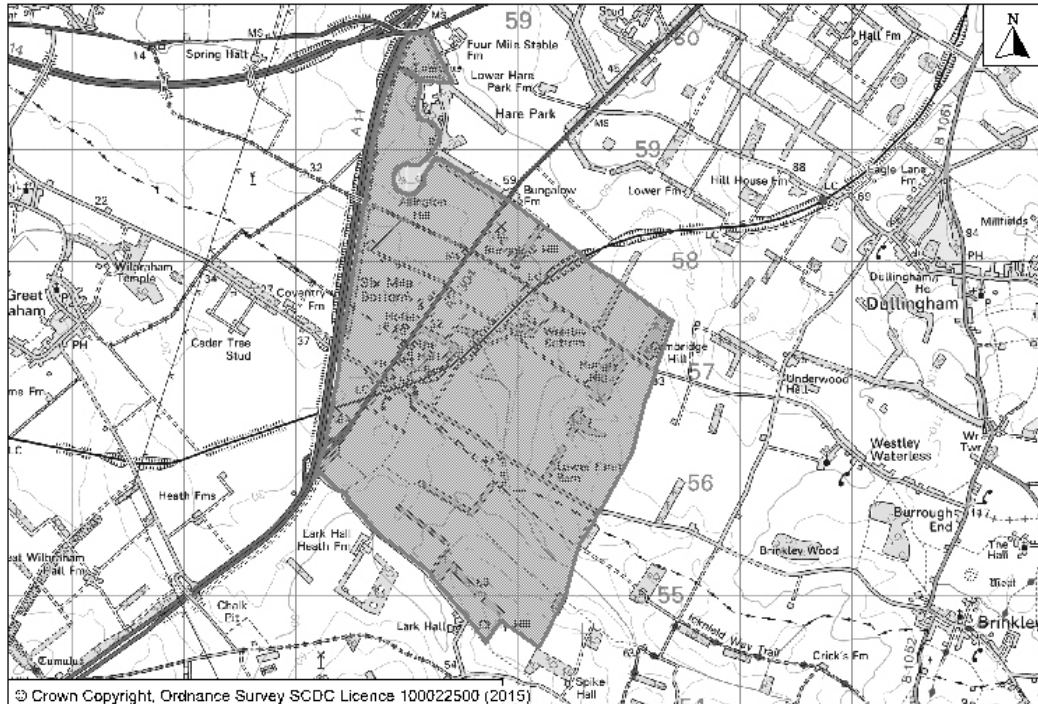
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| | | | of consultation). |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. | | GREEN = Score 15-19 from 4 criteria below Total score of 17 UPDATE: Score changed from 13 to 17 to reflect revised Public transport journey time to City Centre score. |
| Distance: bus stop / rail station | | | GG = Within 400m (6) Mitigation would include a segregated bus link through the development, providing good access to public transport. New public transport routes through the site to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision) (Currently 820m ACF from the centre of the site to nearest bus stop). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) TSCSC requires creation of a High Quality Public Transport corridor linking the new village to Cambridge. HQPT corridor would create bus service frequency of 15 minutes or better. (Currently Citi 4 - 20 minute frequency) |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study would reduce journey time to below 30 mins (currently 33 mins from existing bus stop). UPDATE: Change of score from Amber to Green |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 10.81km 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 12,221m ACF from centre of the site to Shepreth Station. |
| Access | Will it provide safe access to the highway network, | | AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. |

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| | <p>where there is available capacity?</p> | | <p>UPDATE: No capacity constraints identified specifically in regard to the site access, safe access can be achieved. The development will need two points of access. The promoter has stated that the transport strategy will include innovative public transport proposals. A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014)</p> <p>A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading. This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.</p> <p>Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.</p> |
| <p>Non-Car Facilities</p> | <p>Will it make the transport network safer for public transport, walking or cycling facilities?</p> | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities</p> <p>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. Opportunities to contribute to wider improvements on the A428 corridor.</p> <p>UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures include: an outer Park and Ride site,</p> |

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| | | | <p>extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages</p> |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC135 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land at Six Mile Bottom | |

Map:



Site description: Part of this site is in SCDC but the majority is in East Cambridgeshire, it includes the settlement known as Six Mile Bottom, which is located 7 miles east of Cambridge. The settlement is focused on a crossroad, with several farms within close proximity. Most of Six Mile Bottom is low density and well-treed, being divided into hedged paddocks associated with the Newmarket racecourse industry. To the north of the settlement lies Swynford Paddocks Hotel, set in extensive grounds.

The majority of the site is agricultural and generally flat, with a network of drainage throughout. It is bounded to the west by the A11. The main Cambridge – Newmarket railway runs through the site.

Current use(s): Predominantly agriculture, with some pasture, woodland, stables, a hotel, public house and existing residential dwellings.

Proposed use(s): A new market town, including land in East Cambridgeshire District Council's area, comprising of between 8,000 - 10,000 new homes, a town centre and two or three local centres, community uses, employment, education, hotel, range of public open space, leisure centre, golf course, energy centre and a new railway station providing direct access to Cambridge and Newmarket (321.50 hectares in South Cambridgeshire with pro-rata, between 2,500 and 3,500 new homes).

Site size (ha): South Cambridgeshire: 918.22 ha.

Potential residential capacity: 10,000 dwellings (40 dph)

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | RED = Not on PDL No previously developed land other than residential properties and farm buildings. |
| 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 Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - majority of site is classified as Grade 3, with some Grade 2. |
| 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, Minor negative impacts Small parts of the site fall within a designated areas in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves. |
| 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 Development could impact on air quality, with minor negative impacts incapable of mitigation. 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. |
| 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 394m 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 Parts of the site will be subject to significant levels of noise from traffic on the A11 to the west and from train operation through the middle of the site. A noise assessment will be required to quantify noise impacts and consider noise attenuation measures. Residential could be acceptable with a high level of mitigation: combination of |

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| | | | <p>appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation and extensive noise attenuation measures.</p> <p>Possible malodour risk from nearby remaining farms / commercial uses as proposals would be closer than existing residential. Minor to moderate adverse odour risk may require assessment.</p> <p>Noise can be mitigated through a package of site development management techniques such as bunding, orientation, levels, acoustic barriers etc. However this may result in part of the land being undevelopable.</p> |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Potential for minor benefits through remediation of minor contamination, an existing railway line running through it and two small areas of land of previous industrial / commercial use which will require investigation</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>Ground Water Source Protection Zone – Almost all of site included within a protection zone. A small part in zone 1 and the remainder in zones 2 and 3. Inclusion in a Ground water Source Protection Zone does not rule out development but may influence land use or require pollution control measures.</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Part of site Local Nature Reserve, and two County sites exist within the boundary (in East Cambs).</p> |
| Biodiversity | Would | | GREEN = Development could have a |

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| | 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)? | | <p>positive impact by enhancing existing features and adding new features or network links</p> <p>Presence of protected species - Greatest impact likely to result from a loss of extensive open farmland. This site has a large brown hare population that use these fields as breeding sites. Opportunity for habitat linkage / enhancement / restoration particularly regarding hedgerows and grassland, balanced by threats to existing features.</p> |
| 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. |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>The proposed development is in the East Anglian Chalk landscape character area. Apart from the evident transport infrastructure (the Cambridge-Newmarket railway also crosses the site west of the site) this area is deeply rural and sparsely populated, particularly to the south and east. The area is characterised by a high and rolling chalk landscape. The area is influenced by the patchwork of studs and farms towards Newmarket to the northeast. To the south and east the chalk hills are dominant. The area has a distinct grid of roads, tracks and vegetated field boundaries. However the rolling land ensures that this appears far less regimented when viewed on site.</p> <p>The site has two distinct areas, first a triangle of relatively level land between the A11 and A1304 – This is characterised by a series of large houses and farms along the</p> |

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| | | | <p>A1304. The field pattern is very regular, of small to medium size. Fields and paddocks are separated by mature belts of hedges and trees, including noticeable numbers of Pines and other conifers. The area is fairly enclosed has a similar to character to the geometric landscape of studs around Newmarket. The second area is a steeply rising landscape to the southeast of the A1304. This rises from approximately 30 to 90m AOD, from the A1304 to Cambridge Hill at the east of the site. The landscape is open and rolling, with many areas of mature woodland, shelter belts and hedges separating a regular pattern of medium to very large sized fields. The horizon is almost entirely treed, but the rolling, rising land allows long views in all directions. The defining character is of an open, rural and remote landscape.</p> <p>The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site would mean a high inter-visibility between sections of the development and reinforce its total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character of the area.</p> <p>Due to the landform and deeply rural character, it will be very difficult to offer any landscape mitigation to development of this scale and character on this site.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. (Change of score from Green)</p> |

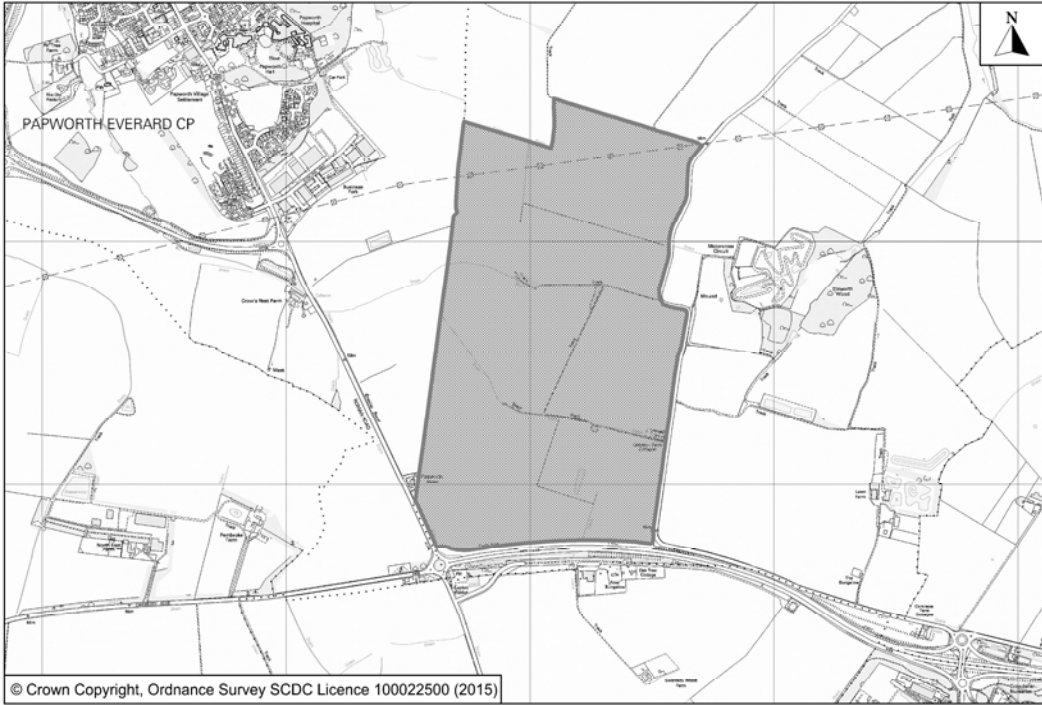
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| | development? | | |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| Heritage | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | | <p>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</p> <p>Listed Buildings – Not within SCDC (but 4 within the site)</p> <p>Non-statutory archaeological site – There are numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments (SAM 33341, 33346). A Romano-British settlement site west of Allington Hill is also a designated Scheduled Monument (SAM72).</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | GREEN = Development would create additional opportunities for renewable energy. |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Great majority of site in Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> <p>Surface drainage will be dealt with by incorporation of sustainable drainage techniques and the intention should be to ensure that the site maintains green field run off rates. The land strata is Chalk, which requires special construction methods being used to protect underlying aquifers.</p> |
| HUMAN HEALTH 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. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km</p> <p>On site provision assumed</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>GREEN = <400m</p> <p>On site provision assumed</p> |
| Gypsy & Traveller | Will it provide for the | | AMBER = No Impact |

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| | accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | G = <400m Centre point of site beyond 1,000m of nearest existing centre. Assumed new network of centres would be required to serve a new settlement |
| 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 On site provision 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 New local facilities or improved existing facilities are proposed of significant benefit. Proposal to include new secondary and primary schools, medical provision, retail, leisure and sports 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 New local community / village hall or improved existing facility is proposed of significant benefit (and is viable and sustainable). Submission states that a range of community facilities will be provided. |
| 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 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. |

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| | 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? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use</p> |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | <p>DARK GREEN = Development would significantly enhance employment opportunities</p> <p>Development would significantly enhance employment opportunities. The proposed submission refers to the provision of new employment.</p> |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | <p>RED = Significant upgrades likely to be required but constraints incapable of appropriate mitigation</p> <p>Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>On Site provision assumed</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> <p>On Site provision assumed</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>AMBER = Medium quality off-road path.</p> <p>Poor access to services by walking and cycling – cycle links to Great Wilbraham, Newmarket and Cambridge would be</p> |

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| | | | required. |
| 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 |
| 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 | | GREEN = Score 15-19 from 4 criteria below Total score of 13. UPDATE: Scoring changed from 10 to 13 - revised for consistency with other major sites with new public transport provision. |
| Distance: bus stop / rail station | | | GG = Within 400m (6) New settlement would require new bus stops and public transport routes to through the settlement. UPDATE: scoring revised for consistency with other major sites with new public transport provision. (Currently 903m ACF from the centre of the site to nearest bus stop 17 service). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. (Currently less than hourly service) |
| Public transport journey time to City Centre | | | RR = Greater than 50 minutes (0) Service takes 15 minutes from Six Mile Bottom to Newmarket. Service takes 54 minutes from Six Mile Bottom to Cambridge. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 8.45km ACF from the centre of the site to Newmarket Market. 13.73km 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? | | G = <400m Promoter proposes new station on the Newmarket to Cambridge railway, potential timetabling and capacity issues on this line would need to be checked. |
| Access | Will it provide safe | | RED = Insufficient capacity/ access. |

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| | access to the highway network, where there is available capacity? | | <p>Negative effects incapable of appropriate mitigation.</p> <p>Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. Mitigation measures could include remodelling the A11 / A14 / A1303 interchange to enable access to and from Cambridge, a new railway station and services, new bus services to Cambridge and Newmarket and mitigation measures on local roads. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities</p> <p>Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station and services on the Ipswich to Cambridge railway line. Also proposes new bus services linking to Newmarket and Cambridge.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC194 | |
| Consultation Reference numbers: | |
| Site name/address: Land north of A428, Cambourne | |
| Map: | |
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| <p>Site description: The site lies to the north of the A428, east of the A1198 and west of Brockley Road, Elsworth.</p> <p>Fields adjoin it to the north and separate it from the A1198 to the west. Brockley Road, an unclassified road, bounds the site to the east and the A428 trunk road to the south. There is a hedgerow to the boundary with the A1198 that screens most views across the site from the east and a post-rail fence and hedgerow to the A428 to the south. This fencing also separates a cyclepath and tree planting along the northern edge of the A428. A motel and Chinese restaurant fronting A1198 adjoins the site at its south western edge.</p> <p>The site consists of open countryside and incorporates Common Farm Cottages comprising two pairs of semi-detached houses accessed via a farm track off Brockley Road, Elsworth that lie perpendicular to the road. The land rises slightly towards A428 but is a relatively flat area with long distance views across it.</p> <p>It is characterised by large open arable fields with few obvious field boundary markings, although there are some hedgerow trees to Brockley Road and ditches to some field boundaries. There are two wooded areas located beyond the cottages towards the northern part of the site – both are protected by Tree Preservation Orders.</p> | |
| <p>Current use(s): The site consists of agricultural land and four dwellings.</p> | |
| <p>Proposed use(s): Residential development with employment, retail, community uses and public open space.</p> | |

Site size (ha): South Cambridgeshire: 164.11

Potential residential capacity: 2,626 dwellings (40 dph)

LAND

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| PDL | Would development make use of previously developed land? | | <p>RED = Not on PDL</p> <p>Partly – the site includes 4 dwellings creating a very small area of previously developed land.</p> |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 160 ha.).</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>GREEN = Site is not within an allocated or safeguarded area.</p> |

POLLUTION

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| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts</p> <p>Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.</p> |
| AQMA | Is the site within or near to an AQMA, the M11 or the A14? | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |

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| 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)? | | <p>RED = Significant adverse impacts incapable of appropriate mitigation</p> <p>Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to Papworth Business Park and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.</p> <p>A high voltage overhead electricity line runs through the middle of the site so there are possible electromagnetic fields concerns (EMFs).</p> |
| 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? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Biodiversity | Would development reduce habitat fragmentation, | | AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation |

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| | enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? | | <p>Minor negative impact as loss of farmland and ditches that provide a habitat for water voles. Limited opportunities for habitat enhancement.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| TPO | Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? | | <p>AMBER = Any adverse impact on protected trees capable of appropriate mitigation</p> <p>One area of trees with Tree Preservation Orders that would need to be considered in any future proposals</p> |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads and would be visible over very long distances. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape and would have a significant adverse effect on existing settlements and landmark buildings.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Townscape | Will it maintain and | | GREEN = No impact (generally compatible, |

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| | enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development | | <p>or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>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.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate some of the adverse effects.</p> |
| CLIMATE CHANGE | | | |

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| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply Development could create minor additional opportunities for renewable energy. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create minor opportunities for new public open space. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on site |
| 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? | | GREEN = <400m Assumed provision of a local centre on 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 2,198m ACF from centre of site to The Surgery, Papworth Everard. |
| 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 proposes employment, retail and community uses. |
| Community Facilities | Will it encourage and enable | | GREEN = Development would not lead to the loss of any community facilities or |

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| | engagement in community activities? | | <p>replacement / appropriate mitigation possible</p> <p>New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable).</p> |
| Integration with Existing Communities | How well would the development on the site integrate with existing communities? | | <p>RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses</p> <p>It will be difficult to view this development as an extension of Cambourne given the separation by the A428, other roads and structural landscaping to the south.</p> |
| 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? | | <p>AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.</p> |
| Shopping | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>The assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>AMBER = 1-3km</p> |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | <p>G = No loss of employment land / allocation is for employment development</p> <p>Development would support minor additional employment opportunities.</p> |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | <p>AMBER = Significant upgrades likely to be required but constraints capable of appropriate mitigation</p> <p>Major utilities infrastructure improvements required, but constraints can be addressed.</p> <p>Development of this site is not supportable from the existing electricity network,</p> |

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| | | | <p>therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.</p> <p>The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site. The sewerage network is approaching capacity.</p> |
| 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? | | <p>G = <400m</p> <p>Assumed provision on site</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>A = 1 to 3 km</p> <p>1.9km ACF from centre of site to Cambourne Village College.</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>Uncertainty regarding how a stand alone site in this location would connect to proposed improvements on the A428 corridor.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>Development of this scale would require new bus routes through the site, although uncertain how this would be achieved.</p> |
| 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. | | <p>RED = Score 5-9 from 4 criteria below</p> <p>Total score of 9</p> |
| Distance: bus stop / rail station | | | <p>A = Within 800m (3)</p> <p>Development of this scale would require</p> |

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| | | | <p>new bus routes through the site, although uncertain how this would be achieved.</p> <p>(Currently 1,005m ACF from the centre of the site to the nearest bus stop (1 service).</p> <p>1,268m ACF from the centre of the site to the nearest bus stop (Citi 4 service))</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.</p> <p>Potential for higher frequencies in combination with other sites, but uncertain how this would function.</p> <p>Location of site would add time penalty, abortive routing and extra costs to existing services.</p> <p>(Currently 1 service - 2 hour service, Citi 4 - Hourly service)</p> |
| Public transport journey time to City Centre | | | <p>RR = Greater than 50 minutes (0)</p> <p>1 service - 17 minutes from bus stop to the centre of St. Ives.</p> <p>Citi 4 service - 52 minutes from bus stop to the centre of Cambridge.</p> <p>Potential to achieve journey time benefits from City Deal A428 Corridor scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact in combination with other sites.</p> |
| Distance for cycling to City Centre | | | <p>R = 15k m to 20km (2)</p> <p>9.64km ACF from the centre of the site to St. Ives Market.</p> <p>15.09km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>R = >800m</p> <p>10,344m ACF from centre of the site to St Neots Station.</p> |
| Access | Will it provide safe access to the highway network, where there is | | <p>RED = Insufficient capacity/ access.</p> <p>Negative effects incapable of appropriate mitigation.</p> |

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| | available capacity? | | Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>Poor access to services by walking, with potential to create walk and cycle routes to Cambourne constrained by severance impact of A428 dual carriageway. Potential for strategic cycle route to Cambridge (East – via Highfields and Coton) with suitable new and improved provision. Opportunity to strengthen bus services on corridor between Cambourne and Cambridge (Service 4) through appropriate enhancement of capacity, although location of site would add time penalty, abortive routing and extra costs to existing services.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC231 | |
| Consultation Reference numbers: 2 (I&O 2012) | |
| Site name/address: Land north of Waterbeach | |
| Map: | |
| <p>© Crown Copyright, Ordnance Survey SCDC Licence 100022500 (2015)</p> | |
| <p>Site description: A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. Denny Abbey sits within the north western corner of the site. A Waste Water Treatment Works (WWTW) sits within the south eastern corner of the site. The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.</p> | |
| <p>Current use(s): Military Barracks / Agriculture</p> | |
| <p>Proposed use(s): Mixed use new community comprising up to 12,750 dwellings forming a linked urban extension to Waterbeach, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a rapid bus service alongside the A10, and public open space including parkland around Denny Abbey Scheduled Monument. The promoter's proposed capacity was revised to 10,500 dwellings in their response to the Issues and Options 1 Consultation.</p> | |
| <p>Site size (ha): South Cambridgeshire: 558 ha</p> | |
| <p>Potential residential capacity: 10,500 (40dph)</p> | |

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | <p>AMBER = Partially on PDL</p> <p>Military barracks and airfield.</p> |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Majority of site is classified as Grade 2, with some Grade 3. Airfield is unclassified.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts</p> <p>Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.</p> |
| AQMA | Is the site within or near to an AQMA, the M11 or the A14? | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |
| Pollution | Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or | | <p>GREEN = No adverse effects or capable of full mitigation</p> <p>Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to</p> |

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| | generator(including compatibility with neighbouring uses)? | | mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact. |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater. |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| Biodiversity | Would development reduce habitat fragmentation, | | GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links |

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| | enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? | | <p>Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds. Due to the range of habitats currently found in this site an impact would be upon a range of species. The site is currently subject to a low level of human disturbance. The site contains some populations of plants unrecorded elsewhere within the county. Any development of this large site would require extensive ecological investigation (possibly over several years) as part of the EIA process. Opportunity for habitat linkage/enhancement/restoration balanced by threats to existing features.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| 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? | | <p>GREEN = Development could deliver significant new green infrastructure</p> <p>Development would deliver significant new Green Infrastructure. The proposed development includes around 114 hectares of new public open space and a 92 hectare landscaped setting for Denny Abbey.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site</p> |

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| | | | <p>would mean a high inter-visibility between sections of the development and reinforce its total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative</p> |

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| | | | impacts on Green Belt. |
| 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)? | | <p>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</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site (in East Cambridgeshire) and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. 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.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>DARK GREEN = Development would create significant additional opportunities for renewable energy.</p> <p>Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.</p> |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.</p> <p>Development would deliver significant new public open space (around 114 hectares of</p> |

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| | | | new public open space). |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on site |
| 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 Assumed network of town and local centres on 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? | | G = <400m Assumed provision on site. (Currently 1,686m ACF from centre of site to Rosalind Franklin House, Waterbeach) |
| 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. Proposal to include new secondary and primary schools, a large medical centre, retail, leisure and sports 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 New local community / village hall or improved existing facility is proposed of significant benefit (and is viable and sustainable). Submission states that a number of community centres will be provided to include halls, libraries and places of faith |
| Integration with Existing Communities | How well would the development on the site integrate with existing | | GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. |

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| | communities? | | |
| 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other 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? | | DARK GREEN = 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 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 School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary. |
| Distance: Primary School | How far is the nearest primary school? | | G = <400m Assume provision on site. |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) |

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| | | | Assume provision on site. |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>Assumed provision of cycling improvements along with a busway to Cambridge would form part of mitigation package.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.</p> |
| 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. | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score 18.</p> <p>UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.</p> |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>New settlement would require new bus stops which would mostly fall within 800m of the site.</p> <p>Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)</p> <p>(Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)).</p> <p>UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.</p> <p>196 service - less than hourly service.</p> |

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| | | | 9 service - hourly service. |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) 196 service - 36 minutes to Ely. 9 service - 25 minutes to Cambridge. |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 9.90km 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? | | G = <400m New train station proposed on the Ely to Cambridge railway line to serve village and the new town site. |
| 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. Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site. (Score changed from Red) |
| 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 Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science Park. Potential requirement to enhance Park and Ride site on A10 at Milton to provide greater capacity. |

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| | | | Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10. |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC 231(built area only) | |
| Consultation Reference numbers: 4 (I&O1 2012) | |
| Site name/address: Land north of Waterbeach (built area only) | |

Map:



Site description: Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. This site considers the area comprising existing buildings.

Current use(s): A range of buildings, including residential blocks.

Proposed use(s): Residential.

Site size (ha): South Cambridgeshire: 58.15 ha.

Potential residential capacity: 930 dwellings (40 dph)

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | GREEN = Entirely 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. Barracks is unclassified. Bus priority measures, Park & Ride, cycling |

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| | | | and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural 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? | | <p>GREEN = Minimal, no impact, reduced impact.</p> <p>Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.</p> |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | <p>GREEN = No adverse effects or capable of full mitigation</p> <p>Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate.</p> |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Potential for minor benefits through</p> |

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| | | | remediation of minor contamination. |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater.</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| 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 |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |

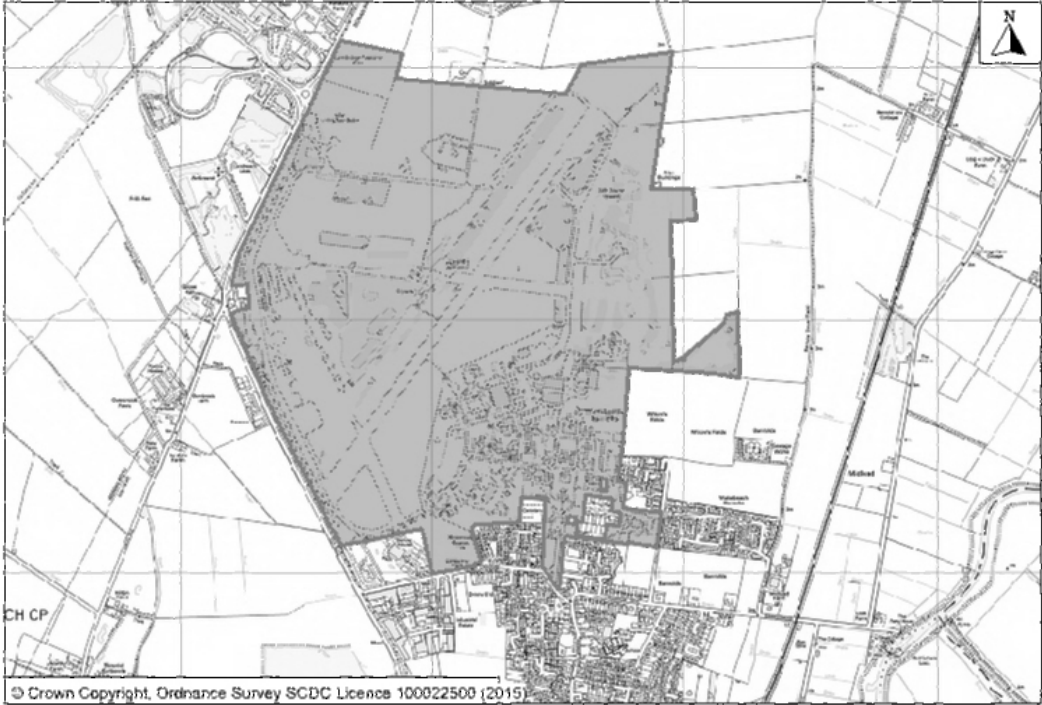
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| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)</p> <p>No impact. Generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits</p> |

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| | | | would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt. |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require further assessment.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site within at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| 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 Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km or onsite provision</p> <p>Assumed provision would be made on site</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>GREEN = <400m</p> <p>Assumed provision would be made on site</p> |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | AMBER = No Impact |
| Distance: District or | How far is the site from the nearest | | R = >800m |

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| Local Centre | District or Local centre? | | 1,210km ACF to Chapel Street, Waterbeach, surrounded by a cluster of services and facilities. |
| 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 727m ACF from centre of site to Rosalind Franklin House, Waterbeach. |
| 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? | | RED = Allocation would lead to loss of community facilities Base closure has curtailed access to MOD facilities. |
| 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres. |
| Employment - Accessibility | How far is the nearest main | | GREEN = <1km or allocation is for or includes a significant element of |

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| | employment centre? | | 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? | | GREEN = Existing infrastructure likely to be sufficient Minor utilities Infrastructure improvements may be required, but constraints can be addressed. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity may not be sufficient, but significant issues can be adequately addressed |
| Distance: Primary School | How far is the nearest primary school? | | G = <400m Assume provision on site |
| Distance: Secondary School | How far is the nearest secondary school? | | R = Greater than 3km 4.4km ACF from centre of site to Cottenham Village College. |
| 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)? | | 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. | | AMBER = Score 10-14 from 4 criteria below Total score of 13. |
| Distance: bus stop / rail station | | | G = Within 600m (4) 520m ACF from the centre of the site to the nearest bus stop - Winfold Road (9 service.) |

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| Frequency of Public Transport | | | R = Hourly service (2) 9 service - hourly service Potential for improvement associated with development. |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 9 service - 35 minutes to Ely (Waterbeach, Winfold Road to Ely, Market Street). 9 service - 31 minutes to Cambridge (Waterbeach, Winfold Road to Cambridge, Drummer Street Bus Station). |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 9.22km 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 1,636m ACF from centre of the site to Waterbeach Station. |
| 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 |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC231 (MOD only) | |
| Consultation Reference numbers: 3 (I&O1 2012) | |
| Site name/address: Land north of Waterbeach (MOD only) | |
| Map: | |
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| <p>Site description: A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features.</p> <p>This option considers the MOD site only.</p> <p>The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.</p> | |
| Current use(s): Military Barracks | |
| Proposed use(s): Mixed use new community forming a new town to the north of Waterbeach village, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a segregated bus route to Cambridge, and public open space and including an appropriate setting for the Denny Abbey Scheduled Monument and village separation. | |
| Site size (ha): South Cambridgeshire: 280.2 ha. | |
| Potential residential capacity: 7,600 dwellings (40 dph) | |

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | <p>GREEN = Entirely on PDL</p> <p>25% to 74% Previously Developed Land (PDL). Military barracks and airfield.</p> |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>GREEN = Neutral. Development would not affect grade 1 and 2 land.</p> <p>Airfield is unclassified.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p> <p>Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Adverse impact</p> <p>Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.</p> |
| AQMA | Is the site within or near to an AQMA, | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |

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| | the M11 or the 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)? | | <p>GREEN = No adverse effects or capable of full mitigation</p> <p>Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact.</p> |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater.</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and | | <p>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</p> <p>Bus priority measures, Park & Ride, cycling</p> |

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| | geodiversity? (Including International and locally designated sites) | | and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation. |
| 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)? | | <p>GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links</p> <p>Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| 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? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would deliver new Green Infrastructure.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>Minor Negative Impact (Development conflicts with landscape character, with minor negative impacts incapable of mitigation). The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the</p> |

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| | | | <p>development site would mean a high inter-visibility between sections of the development and reinforce its dominance in the landscape when viewed from outside the site. Development would be large in relation to the existing settlements and of such a different character that it would have an adverse effect on them. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative</p> |

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| | | | impacts on Green Belt. |
| 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)? | | <p>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</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site (in East Cambridgeshire) and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments . 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.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>DARK GREEN = Development would create significant additional opportunities for renewable energy.</p> <p>Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.</p> |
| Flood Risk | Is site within at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Great majority of site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.</p> |

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| | | | Development would deliver significant new public open space. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on site |
| 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 Assumed network of town and local centres on 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? | | G = <400m Assumed provision on site |
| 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. Proposal to include new secondary and primary schools, a large medical centre, retail, leisure and sports 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 New local community / village hall or improved existing facility is proposed of significant benefit (and is viable and sustainable). Submission states that a number of community centres will be provided to include halls, libraries and places of faith |
| Integration with Existing Communities | How well would the development on the site integrate with existing | | GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. |

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| | communities? | | |
| 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other 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? | | DARK GREEN = 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 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 School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary schools. |
| Distance: Primary School | How far is the nearest primary school? | | G = <400m Assumed provision on site. |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) |

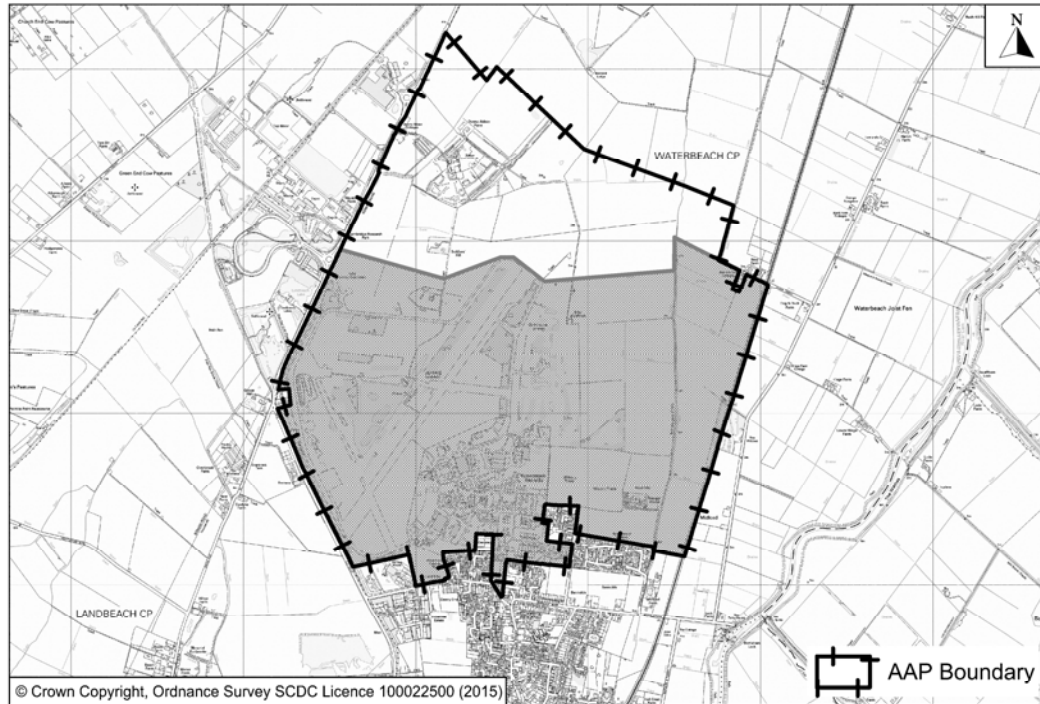
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| | | | Assumed provision on site. |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.</p> <p>TSCSC envisages cycling improvements alongside public transport improvements. Assumed provision of cycling improvements along with a segregated busway to Cambridge would form part of mitigation package.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.</p> |
| 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. | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score of 18.</p> <p>UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.</p> |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>New settlement would require new bus stops which would mostly fall within 800m of the site.</p> <p>Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)</p> <p>(Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)).</p> <p>UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>Potential to deliver a High Quality Public</p> |

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| | | | <p>Transport corridor linking the new town to Cambridge. HQPT corridor would create bus service frequency of 15 minutes or better.</p> <p>(Currently 9 service - hourly service)</p> |
| Public transport journey time to City Centre | | | <p>G = 21 to 30 minutes (4)</p> <p>Future journey time could be affected by transport improvements, particularly if segregated bus links were introduced.</p> <p>Currently 9 service - 28 minutes to Ely (Landbeach, Research Park Entrance to Ely, Market Street).</p> <p>9 service - 27 minutes to Cambridge (Landbeach, Research Park Entrance to Cambridge, Drummer Street Bus Station).</p> |
| Distance for cycling to City Centre | | | <p>G = 5km to 10km (4)</p> <p>9.68km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>R = >800m</p> <p>Less incentive to deliver new station given relationship of this site with railway line.</p> |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.</p> <p>Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site.</p> |
| Non-Car Facilities | Will it make the transport network | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities</p> |

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| | safer for public transport, walking or cycling facilities? | | Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science Park. Potential requirement to enhance Park and Ride site on A10 at Milton to provide greater capacity. Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10. |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC 231a | |
| Consultation Reference numbers: 2&3 (I&O 2012) | |
| Site name/address: New Town north of Waterbeach | |

Map:



Site description:

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

NOTE: Site area reflects the proposed submission Local Plan, following site visits and discussions with English Heritage, with particular reference to the historic significance of Denny Abbey.

Current use(s): Military Barracks / Agriculture

Proposed use(s): Mixed use new community comprising 8,000 to 9,000 dwellings forming a new town to the north of Waterbeach village, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a segregated bus route to Cambridge, and public open space and including an appropriate setting for the Denny Abbey Scheduled Monument and village separation.

Site size (ha): South Cambridgeshire: Major Development Site 407.3 ha. Area within the Area Action Plan boundary 578 ha.

Potential residential capacity: 8,000 to 9,000 dwellings (average 40 dph)

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | <p>AMBER = Partially on PDL</p> <p>Military barracks and airfield.</p> |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Majority of site is classified as Grade 2, with some Grade 3. Airfield is unclassified.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p> <p>Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Adverse impact</p> <p>Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.</p> |
| AQMA | Is the site within or | | GREEN = >1,000m of an AQMA, M11, or |

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| | near to an AQMA, the M11 or the A14? | | A14 |
| Pollution | Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator? | | <p>GREEN = No adverse effects or capable of full mitigation</p> <p>Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact.</p> |
| Contamination | Is there possible contamination on the site? | | <p>AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development</p> <p>Potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater.</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? | | <p>GREEN = Does not contain, is not adjacent to, or local area will be developed as greenspace. No or negligible impacts</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits</p> |

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| | (Including International and locally designated sites) | | would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation. |
| Biodiversity | <p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p> <p>Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</p> | | <p>GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links</p> <p>Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds. Northern part of the site, proposed to remain free from development, will provide major opportunities for mitigation.</p> <p>Due to the range of habitats currently found in this site an impact would be upon a range of species. The site is currently subject to a low level of human disturbance. The site contains some populations of plants unrecorded elsewhere within the county. Any development of this large site would require extensive ecological investigation (possibly over several years) as part of the EIA process. Opportunity for habitat linkage/enhancement/restoration balanced by threats to existing features.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.</p> |
| 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? | | <p>GREEN = Development could deliver significant new green infrastructure</p> <p>Development would deliver significant new Green Infrastructure. The northern part of the site area can deliver new public open space and a significant landscaped setting</p> |

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| | | | for Denny Abbey. |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site would mean a high inter-visibility between sections of the development and reinforce its dominance in the landscape when viewed from outside the site. Development would be large in relation to the existing settlements and of such a different character that it would have an adverse effect on them. Significant mitigation measures are proposed, in particular utilising the northern part of the site to reduce wider landscape impacts, including on Denney Abbey. Reducing the built area of the development, and the density, will enable additional tree planting and boundary treatment, and reduce building heights.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10</p> |

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| | | | <p>corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.</p> |
| 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)? | | <p>AMBER = Site contains, is adjacent to, or within the setting of such sites with potential for negative impacts capable of appropriate mitigation</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site, and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. 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. Impacts on Denny Abbey can be mitigated through setting back the built form away from Denny Abbey, significant landscaping and boundary treatments, and controls over building heights.</p> <p>Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.</p> |


| CLIMATE CHANGE | | | |
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| Renewables | Will it support the use of renewable energy resources? | | <p>DARK GREEN = Development would create significant additional opportunities for renewable energy.</p> <p>Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.</p> |
| Flood Risk | Is site within at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Great majority of site within Flood Zone 1 and no drainage issues that cannot be Appropriately addressed.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.</p> <p>Development would deliver significant new public open space.</p> |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km</p> <p>Assumed provision on site</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>GREEN = <400m</p> <p>Assumed provision on site</p> |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | <p>AMBER = No Impact</p> |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | <p>G = <400m</p> <p>Assumed network of town and local centres on site.</p> |
| Distance: City Centre | How far is the site from edge of defined Cambridge City Centre? | | <p>R = >800m</p> |
| Distance: GP Service | How far is the nearest health centre or GP service? | | <p>G = <400m</p> <p>Assumed provision on site.</p> |
| Key Local Facilities | Will it improve quality and range of key local services and | | <p>GREEN = New local facilities or improved existing facilities are proposed of significant benefit</p> |

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| | facilities including health, education and leisure (shops, post offices, pubs etc?) | | New local facilities or improved existing facilities are proposed of significant benefit. Proposal to include new secondary and primary schools, a large medical centre, retail, leisure and sports 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 New local community / village hall or improved existing facility is proposed of significant benefit (and is viable and sustainable). Submission states that a number of community centres will be provided to include halls, libraries and places of faith |
| 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 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 have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other 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 Development would include employment opportunities. Also adjoins the Cambridge Research Park site. |
| Employment - Land | Would development result in the loss of | | DARK GREEN = Development would significantly enhance employment opportunities |

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| | employment land, or deliver new employment land? | | Development would significantly enhance employment opportunities. Much of the new employment provision would take place beyond 2031. |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | <p>AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation</p> <p>Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity. Waste Water Treatment Works would be relocated off site.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary schools.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>Assume provision on site.</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> <p>Assume provision on site.</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>TSCSC envisages cycling improvements alongside public transport improvements. Assumed provision of cycling improvements along with a segregated busway to Cambridge would form part of mitigation package.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.</p> |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score 18.</p> <p>UPDATE: Score changed from 15 to 18 to</p> |

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| | public transport, and cycling. Scores determined by the four criteria below. | | reflect revised score for Distance: bus stop / rail station. |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision)</p> <p>(Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)).</p> <p>UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>Potential to deliver a High Quality Public Transport corridor linking the new town to Cambridge. HQPT corridor would create bus service frequency of 15 minutes or better.</p> <p>(Currently 9 service - hourly service)</p> |
| Public transport journey time to City Centre | | | <p>G = 21 to 30 minutes (4)</p> <p>Future journey time could be affected by transport improvements, particularly if segregated bus links were introduced.</p> <p>Currently 9 service - 28 minutes to Ely (Landbeach, Research Park Entrance to Ely, Market Street).</p> <p>9 service - 27 minutes to Cambridge (Landbeach, Research Park Entrance to Cambridge, Drummer Street Bus Station).</p> |
| Distance for cycling to City Centre | | | <p>G = 5km to 10km (4)</p> <p>9.68km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>G = <400m</p> <p>New train station to relocate existing Waterbeach station proposed on the Ely to Cambridge railway line to serve village and the new town.</p> |
| Access | Will it provide safe | | AMBER = Insufficient capacity / access. |

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| | <p>access to the highway network, where there is available capacity?</p> | | <p>Negative effects capable of appropriate mitigation.</p> <p>The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site and will need to take account of and facilitate the delivery of schemes identified through the City Deal Programme for the A10 and Milton Road corridors.</p> |
| <p>Non-Car Facilities</p> | <p>Will it make the transport network safer for public transport, walking or cycling facilities?</p> | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities</p> <p>Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science Park. Potential requirement to enhance Park and Ride site on A10 at Milton to provide greater capacity. Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10.</p> |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC239 | |
| Consultation Reference numbers: 17 (I&O 2012) | |
| Site name/address: Land west of Lower Cambourne | |
| Map: | |
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| <p>Site description: The site lies to the west of Lower Cambourne and the Cambourne Business Park and adjoins the A1198 to the west and south, with open countryside beyond. The site adjoins the A428, two existing dwellings, a small-scale employment site, and a former restaurant site to the north, with open countryside beyond.</p> <p>The site consists of a large area of open countryside surrounding Swansley Wood Farm, which is now a small-scale employment site. Hedges and ditches provide boundaries to the individual fields within the site. The western boundary includes sections of mature woodland that screen the site from the A1198. A belt of trees runs along the western section of the northern boundary that screens the site from the A428 and additional trees have been planted further along the northern boundary as part of the A428 improvements. These will provide some screening of the site in the future once the trees have matured.</p> <p>Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured.</p> | |
| <p>Current use(s): The majority of the site is currently in agricultural use as arable land.</p> | |
| <p>Proposed use(s): Linked fourth village extension to the west of Cambourne for 2,250 dwellings planned around the new secondary school being promoted by Cambridgeshire County Council, with employment, local centre, health and community uses, and public open space.</p> | |
| <p>Site size (ha): South Cambridgeshire: 150.88 ha.</p> | |

Potential residential capacity: 2,250 dwellings (30 dph)

| LAND | | | |
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| 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 Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 150 ha). |
| 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? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation. |
| Contamination | Is there possible contamination on | | GREEN = Site not within or adjacent to an area with a history of contamination |

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| | the site? | | |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links</p> <p>Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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 | | <p>GREEN = Development could deliver significant new green infrastructure</p> <p>Development would create minor opportunities for new Green Infrastructure.</p> |

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| | green infrastructure? | | New landscaping associated with development of this site will create access to areas of open space within and on the edge of the development including designed greenways and connections to the existing green spaces in Cambourne. |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>Minor negative impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - Development of this site would be visible in many long distant views, would reduce the long countryside views into shorter ones, and would bring the development at Cambourne slightly closer to nearby villages, however it would be possible to develop this site without significant harm to landscape character through new landscaping.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the</p> |

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| | | | adverse effects. |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). 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.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>AMBER = Standard requirements for renewables would apply</p> <p>Development could create minor additional opportunities for renewable energy.</p> |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p>Development would create opportunities for new public open space.</p> |

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| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km On site provision assumed |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m On site provision assumed |
| 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 Assume provision of new local centre on site. 1,450m from the centre of Cambourne (Broad Street), surrounded by a range of services and facilities. |
| 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 Assumed served by Existing Cambourne surgery |
| 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). New local facilities or improved existing facilities are proposed of 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 New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable). |
| 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

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| 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 assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres. Development could support the vitality or viability of the existing Cambourne centre. |
| 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 Policy SS/8 proposes to relocate the existing commitments remaining on the business park to the northern part of the land west of Cambourne. |
| 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. Development of this site is likely to require a significant amount of new electricity network. There is no spare mains water capacity within the distribution zone. System reinforcement of the gas network is likely to be necessary to accommodate the development of this site. Significant infrastructure upgrades to the sewerage network will be required to accommodate this proposal. |

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| | | | UPDATE: Site is to be served by Papworth STW rather than Uttons Drove. |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.</p> <p>After allowing for surplus school places, development of this site would be likely to require an increase in primary and secondary school planned admission numbers, which may require an expansion of existing schools and/or the provision of new schools.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>Assumed provision on site</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> <p>Site surrounds Cambourne Village College site</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>AMBER = Medium quality off-road path.</p> <p>TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying from off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.</p> |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score 13.</p> <p>UPDATE: Score updated from 13 to 16 to</p> |

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| | public transport, and cycling. Scores determined by the four criteria below. | | reflect revised score for Distance: bus stop / rail station. |
| Distance: bus stop / rail station | | | GG = Within 400m (6) UPDATE: Change from Amber to Dark Green, consistent with other major sites. Development of this scale would require new dedicated bus routes through the site. (currently 880m to nearest bus stop from centre of site) |
| Frequency of Public Transport | | | G = 20 minute frequency (4) Citi 4 service - 20 minute service. A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan). |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 35 minutes from bus stop to the centre of Cambridge (Lower Cambourne, Woodfield Lane to Cambridge, Emmanuel Street). Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study could reduce journey time to below 30min, but it depends on the option selected. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 11.23km 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 |
| 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. Minor negative effects incapable of mitigation. Access constraints - the Highways Authority would not permit any accesses onto the A428 or Caxton Gibbet roundabout, and the roundabout to the south of the site on the A1198 would need to be modified. The promoter has indicated that vehicular access to the site would be from the A1198 and from Sheepfold Lane. |

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| | | | <p>Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.</p> <p>UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.</p> <p>Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.</p> |
| <p>Non-Car Facilities</p> | <p>Will it make the transport network safer for public transport, walking or cycling facilities?</p> | | <p>AMBER = No impacts</p> <p>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.</p> <p>UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures include: an outer Park and Ride site,</p> |

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| | | | <p>extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages</p> |
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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC239a (revised boundary) (includes parts of 239 and 303) | |
| Consultation Reference numbers: 17 (I&O 2012) (part) and H1 (I&O2 2013) | |
| Site name/address: Land west of Lower Cambourne including land at the Cambourne Business Park. | |

Map:



Site description: The site lies to the west of Lower Cambourne including undeveloped land at the Cambourne Business Park to the south of the access road. It adjoins the A428 to the north east and the A1198 to the south and west to a point just north of the roundabout on the A1198 north of Caxton.

The site consists of a large area of open countryside extending as far west as Swansley Wood Farm, which is now a small-scale employment site.

Hedges and ditches provide boundaries to the individual fields within the site. The A428 and the A1198 are bounded by woodland areas and mature hedgerows which partly screen the site from view from nearby roads. Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured. The existing boundary with Cambourne consists of a woodland belt which is rapidly maturing. The one exception is the new Cambourne Village College which juts into the site to the west of Lower Cambourne and which is a large bulky building highly visible from a number of viewpoints.

Current use(s): The majority of the site is currently in agricultural use as arable land. The remainder is undeveloped land at the Cambourne Business Park

Proposed use(s): Linked fourth village extension to the west of Cambourne for 1,200 dwellings planned around the new secondary school, with employment, local centre, community services and facilities, and public open space.

Site size (ha): South Cambridgeshire: 92 ha.

Potential residential capacity: 1,200 dwellings (average 33 dph)

LAND

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| 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 Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 77 ha). Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified. |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | GREEN = Site is not within an allocated or safeguarded area. |

POLLUTION

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| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality. |
| 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 Development compatible with neighbouring |

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| | is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite 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 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 | | | |
| 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 Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects. |
| 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 Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects. |
| TPO | Are there trees on site or immediately | | GREEN = Site does not contain or adjoin any protected trees |

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| | adjacent protected by a Tree Preservation Order (TPO)? | | |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>GREEN = Development could deliver significant new green infrastructure</p> <p>Development would create minor opportunities for new Green Infrastructure. New landscaping associated with development of this site will create access to areas of open space within and on the edge of the development including designed greenways and connections to the existing green spaces in Cambourne.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Development of this site would be visible in many long distant views, would reduce the long countryside views into shorter ones, and would bring the development at Cambourne slightly closer to nearby villages, however it would be possible to develop this site without significant harm to landscape character through new landscaping. The smaller footprint would reduce the landscape impact.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a</p> |

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| | and scale of development? | | <p>neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). 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.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>AMBER = Standard requirements for renewables would apply</p> |

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| | | | Development could create minor additional opportunities for renewable energy. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create opportunities for new public open space. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km On site provision assumed |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m On site provision assumed |
| 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 1,450m from the centre of Cambourne (Broad Street), surrounded by a range of services and facilities. |
| 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 Assumed served by Existing Cambourne surgery |
| 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). New local facilities or improved existing facilities are proposed of 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 |

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| | | | New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable). |
| 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 assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres. Development could support the vitality or viability of the existing Cambourne centre. |
| 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 Policy SS/8 proposes to relocate the existing commitments remaining on the business park to the northern part of the land west of Cambourne. |
| 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. Development of this site is likely to require a significant amount of new electricity network. There is no spare mains water capacity within the distribution zone. |

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| | | | <p>System reinforcement of the gas network is likely to be necessary to accommodate the development of this site.</p> <p>Significant infrastructure upgrades to the sewerage network will be required to accommodate this proposal.</p> <p>UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>School capacity not sufficient, but significant issues can be adequately addressed.</p> <p>Potential for Cambourne VC to be expanded to accommodate the additional demand arising from a development of this scale.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>Assumed provision on site</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> <p>Site surrounds Cambourne Village College site</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>AMBER = Medium quality off-road path.</p> <p>TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying from off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>TSCSC refers to services of at least 15</p> |

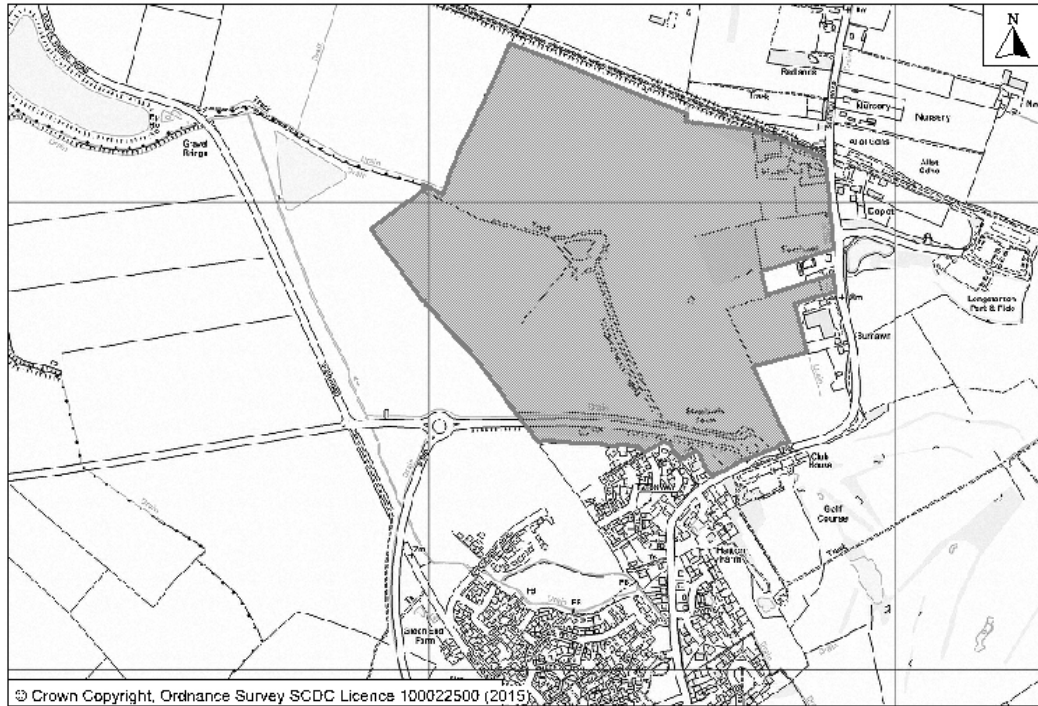
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| | | | minute frequency. Potential for improved services in longer term. |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. | | GREEN = Score 15-19 from 4 criteria below Total score of 16. UPDATE: Score changed from 13 to 16 to reflect revised score for Distance: bus stop / rail station. |
| Distance: bus stop / rail station | | | GG = Within 400m (6) UPDATE: Change from amber to dark green, consistent with other major sites. Development of this scale would require new dedicated bus routes through the site. |
| Frequency of Public Transport | | | G = 20 minute frequency (4) Citi 4 service - 20 minute service. A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan). |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 37 minutes from bus stop to the centre of Cambridge (Lower Cambourne, Woodfield Lane to Cambridge, Emmanuel Street). Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study could reduce journey time to below 30min, but it depends on the option selected. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 11.32km 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 |
| 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. Minor negative effects incapable of mitigation. Access constraints - the Highways Authority would not permit any accesses onto the A428 or Caxton Gibbet roundabout, and the roundabout to the south of the site on the A1198 would need to be modified. The promoter has indicated |

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| | | | <p>that vehicular access to the site would be from the A1198 and from Sheepfold Lane. Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.</p> <p>UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.</p> <p>Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>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.</p> <p>UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures</p> |

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| | | | include: an outer Park and Ride site, extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC 242 | |
| Consultation Reference numbers: 1 (I&O 20112) | |
| Site name/address: Land north west of B1050, Station Road, Longstanton (Northstowe Reserve) | |

Map:



Site description: The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. Its northern boundary abuts the route of the Cambridgeshire Guided Busway. It is primarily agricultural land with the B1050 bypass running through it to the south and developed land including buildings to the north-eastern part of the site adjacent the B1050. The land abuts the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 (NAAP) as forming the strategic reserve land under policy NS/3/g.

Current use(s): Mainly farming and other business uses

Proposed use(s): To form an extension to the new town of Northstowe, residential development comprising approximately 900 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 56.08 ha.

Potential residential capacity: 897 dwellings (40 dph) on 22.43 ha.

| LAND | |
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| PDL | <p>Would development make use of previously developed land?</p> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 5px;"></div> <p>RED = Not on PDL</p> </div> <p>This large site includes a small established business and yard to the north.</p> |

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| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - approximately 2/3 of the site is Grade 2 (whole site is over 56 ha.).</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>GREEN = Site is not within an allocated or safeguarded area.</p> <p>Approximately half of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>GREEN = Minimal, no impact, reduced impact</p> <p>Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Close to the Councils' Air Quality Management Area. 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.</p> |
| AQMA | Is the site within or near to an AQMA, the M11 or the A14? | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |
| 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)? | | <p>AMBER = Adverse impacts capable of adequate mitigation</p> <p>Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. Close proximity to the B1050 bypass to the south & east and the Guided Bus to the north with prevailing winds from the south west - traffic noise will need assessment. South east of the site is close to Hydro Eu Ltd, Station Road a medium to large sized industrial type unit / uses - noise from activities / plant and equipment and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Possible noise and malodour from nearby Southwell Farm, Station Road. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but</p> |

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| | | | dependent on location of site entrance. |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>A small part of the site is in commercial / industrial use and it is adjacent to the Guided Busway (old railway line) and may have contaminated land. Site contains an area of filled land. Potential for minor benefits through remediation of minor contamination.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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.</p> <p>No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>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.</p> |
| TPO | Are there trees on site or immediately | | GREEN = Site does not contain or adjoin any protected trees |

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| | adjacent protected by a Tree Preservation Order (TPO)? | | |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure as the promoter proposes provision of public open space and possible link to bridleway along the Guided Busway.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The development is at odds with the local landscape character and would have an adverse effect on the local landscape by adding a substantial urban extension into an open and rural landscape. To successfully set the proposed development into the existing landscape, and to preserve a landscape setting to Longstanton, substantial structural landscape will be required to the north, west and south of the development, giving genuine rural separation between the development and the village, and a soft, integrated edge treatment.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on townscape character, incapable of mitigation.</p> <p>Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - Development would be large in relation to the existing village settlements and would adversely affect the landscape setting of Longstanton to the extent that it may be difficult to view Longstanton as separate from Northstowe.</p> <p>To successfully set the proposed development into the existing landscape, and to preserve a landscape setting to Longstanton, substantial structural landscape will be required to the north, west and south of the development, giving genuine rural separation between the</p> |

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| | | | development and the village, and a soft, integrated edge treatment. Structural landscape will also be required within the development with some views to existing horizons and landscape features retained. |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible). 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 CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply Development would create minor additional opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. A small part of the site to the west is within Flood Zones 2 and 3a but the Northstowe Development Framework Document (DFD) that has recently been submitted identifies this land as open space. |
| 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 Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development. |
| Distance: Outdoor Sport | How far is the nearest outdoor | | GREEN = <1km |

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| Facilities | sports facilities? | | 1.1km ACF from centre of the site to Longstanton Recreation Ground, closer to planned Northstowe sports hub. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Play space would be required onsite as part of the wider Northstowe Reserve development. |
| 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 Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of 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 1,422m ACF from centre of site to Longstanton Branch Surgery. Provision in Northstowe in the Longer term. |
| 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). New facilities or improved existing facilities are proposed of minor benefit. The promoter proposes a mixed use development of 900 dwellings with employment, retail, community uses, commercial uses and public open space. |
| 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 New facilities or improved existing facilities are proposed of minor benefit. The promoter proposes a mixed use development of 900 dwellings with employment, retail, community uses, commercial uses and public open space. |
| Integration with Existing Communities | How well would the development on the site integrate with existing | | GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. |

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| | communities? | | |
| 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other 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 Northstowe now town includes significant employment development. |
| 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 Development would support minor additional 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 Major utilities Infrastructure improvements required, but constraints can be addressed. Significant reinforcement and new network is required for electricity provision. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas will require a Pressure Reduction Station to be built to allow a local low |

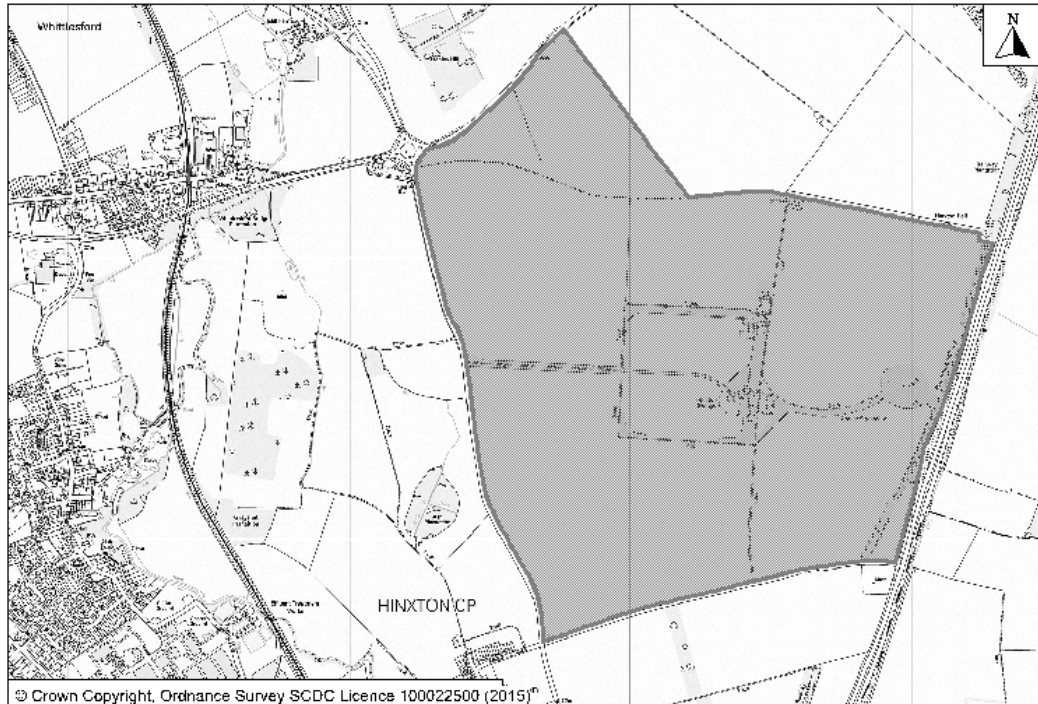
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| | | | <p>pressure infrastructure to be laid around the developments.</p> <p>The sewerage network is approaching capacity and will require investigation and mitigation.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>GREEN= Non-residential development / surplus school places</p> <p>As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. As the reserve land would be one of the last phases of Northstowe to be developed the capacity of these schools, and their ability to extend would need to be assessed nearer to the time. As the DFD is considering this site the location of schools, and their site size will be taken into account.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>A = 400 - 800m</p> <p>1,122m ACF from centre of site to Hatton Park School, Longstanton, but closer to a planned Northstowe primary school.</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>A = 1- 3km</p> <p>3.3km ACF from centre of site to Swavesey Village College, but significantly closer to planned Northstowe Secondary school.</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>Guided busway meets most aspects of HQPT definition, but hourly service in evenings.</p> |
| 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. | | <p>AMBER = Score 10-14 from 4 criteria below</p> <p>Total score of 14.</p> <p>UPDATE: Score changed from 15 to 14 to correct total score.</p> |
| Distance: bus | | | A = Within 800m (3) |

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| stop / rail station | | | <p>708m ACF from the centre of the site to the nearest bus stop (Citi 5 - Longstanton).</p> <p>883m ACF from the centre of the site to the nearest guided busway stop (Longstanton).</p> |
| Frequency of Public Transport | | | G = 20 minute frequency (4) |
| Public transport journey time to City Centre | | | <p>G = 21 to 30 minutes (4)</p> <p>Citi 5 - 33 Minutes to Cambridge; 50 Minutes to St. Ives.</p> <p>Guided Busway - 23 Minutes to Cambridge; 10 Minutes to St. Ives.</p> |
| Distance for cycling to City Centre | | | <p>A = 10km to 15 km (3)</p> <p>8.59km ACF from the centre of the site to St. Ives Market.</p> <p>10.90km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>R = >800m</p> <p>11,041m ACF from centre of the site to Waterbeach Station.</p> |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.</p> <p>Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.</p> <p>UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.</p> |
| Non-Car Facilities | Will it make the transport network safer for public | | GREEN = Significant improvements to public transport, cycling, walking facilities. |

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| | transport, walking or cycling facilities? | | Would result in significant improvement to public transport, walking or cycling facilities. 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities. |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC 248 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Hanley Grange, east of A1301 and west of A11 | |

Map:



Site description: The site comprises a very large area of land south of Pampisford, contained between the A1301 and A11 roads. The site is situated to the west of Duxford and immediately to the north west of Hinxtton.

The land is largely in agricultural use although Hinxtton Grange with its associated buildings, are situated in the middle of the site. An avenue of trees leads from the A1301 to Hinxtton Grange and ornamental tree planting is also associated with the Grange's designed park-like landscape setting. The disused railway line that follows the line of the A11 at the upper part of the site is now occupied by a narrow plantation woodland. However, the remainder of the site is very open, particularly to long distance views to the north-west; with the site visible from as far away as Magog Down.

Current use(s): The site is predominantly in agricultural use, with some buildings in the centre of the site associated with Hinxtton Grange.

Proposed use(s): Hanley Grange new settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space.

Site size (ha): South Cambridgeshire: 264.56 ha.

Potential residential capacity: 5,000 dwellings (40 dph)

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| LAND | |
| PDL | Would development make use of previously |
| | RED = Not on PDL |
| | Only a very small part of the site, at Hinxtton |

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| | developed land? | | Grange in the centre of this very large site, is 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 Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 264 ha.) |
| 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? | | AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation - the proposal is of a significant size and close to busy road infrastructures. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality. Air quality would not give reason for objection although extensive and detailed air quality assessments will be required to assess the impact of such a development at pre-application stage. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | RED = Significant adverse impacts incapable of appropriate mitigation Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. Development should be compatible with neighbouring uses - the west of the site is bounded by and runs parallel to the A1301 and a mainline railway to east. However residential use is likely to be acceptable with careful noise mitigation SCDC has had pre-application discussions with the Genome Campus regarding proposals for 2 medium to large wind turbines on land immediately to the south. These uses may be incompatible and in conflict and it is uncertain whether mitigation |

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| | | | measures on the proposed development site alone can provide an acceptable ambient noise environment. |
| 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? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>Development has the potential to affect water quality as the site is within Groundwater Source Protection Zones 1, 2 and 3. In the absence of detailed information, the assumptions for a minor negative / neutral impact are that the site is large enough to avoid incompatible development in Zone 1 and/or appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Minor negative impact on protected sites and species incapable of mitigation. Bush Park, River Cam and Shelford-Haverhill Disused Railway – Pampisford / Great Abington County Wildlife Sites lie approximately 750m to 2km from the site. Groundwater and spring flows to nearby wetland SSSI (Sawston Hall Meadows, Dernford Fen, Thriplow Peat Holes, Thriplow Meadows, Fowlmere Watercress Beds). Development will place additional pressure on an overstretched system. Surface run-off and pollution into the River Cam would reduce water quality, and provide pathways for eutrophication of aquatic and riparian habitats as well as SSSI. The river and surrounding land supports a wide range of protected species and it is likely that the standard suite of Cambridgeshire protected species will be present. The chalk substrate in the area is quite a hotspot for scarce arable plants, and a prime location for enhancement to encourage stone curlew back into Cambridgeshire. Several natural environment constraints which would</p> |

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| | | | require further survey and investigation. However, with an appropriate scale of development and careful design it should be possible to mitigate these impacts. |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Minor Negative Impact (Existing features unlikely to be retained in their entirety, impacts cannot be fully mitigated) - Development could result in fragmentation of a large area of grassland in the centre of site but the site is lacking in hedgerows and trees, which are located in one part of the site, therefore there is potential for mitigation and habitat enhancement across the whole site.</p> |
| 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? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure. However, given the location of the site, constrained by major roads on most sides, and the distance of this site from nearby villages, this may only serve new residents.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - The form, scale and character of the proposal is likely to be at odds with the local landscape, overwhelming the small-scale river valley landscape. Through careful planning, phasing and design mitigation measures can be incorporated into the site's design to reduce the visual impact of the development. However, mitigation of a large-scale development would be very difficult. The additional infrastructure required to connect the</p> |

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| | | | proposed development would add further damage. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - The form, scale and character of the proposal is likely to be at odds with the local landscape and settlement pattern, overwhelming the local village character and small-scale river valley landscape. Through careful planning, phasing and design mitigation measures can be incorporated into the site's design to reduce the visual impact of the development. However, mitigation of a large-scale development would be very difficult. The additional infrastructure required to connect the proposed development would add further damage.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | <p>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</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) – site forms an important part of the setting of three Conservation Areas, one Grade II* and a number of Grade II Listed Buildings, two Scheduled Monuments and contains significant archaeology potential. Several historic environment constraints and significant sites and settings potentially compromised. The need to preserve the setting of numerous historic features and areas imposes constraints on the development. However, with an appropriate scale of development and careful design it should be possible to mitigate these impacts. Significant archaeological interest is likely and will need early assessment.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | DARK GREEN = Development would create significant additional opportunities for renewable energy. |

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| | | | Development of a new settlement of 5,000 would create major / minor additional opportunities for renewable energy, depending upon viability. |
| Flood Risk | Is site at flood risk? | | 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 Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on site. |
| 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 Centre point of site beyond 1,000m of nearest existing centre. Assume new centres developed as part of 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? | | G = <400m Assume provision on-site |
| 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). New facilities or improved existing facilities are proposed of minor benefit. New settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space. The assumption is that due to the location of |

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| | | | the site, it is of limited benefit many existing residents in nearby villages. |
| Community Facilities | Will it encourage and enable engagement in community activities? | | <p>GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible</p> <p>New facilities or improved existing facilities are proposed of minor benefit. New settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space. The assumption is that due to the location of the site, it is of limited benefit many existing residents in nearby villages.</p> |
| 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? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The assumption is that any retail proposed will only be of a suitable scale to serve needs of new residents and will not impact on other centres.</p> |
| 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? | | <p>DARK GREEN= Development would significantly enhance employment opportunities</p> <p>Development would support additional employment opportunities.</p> |
| Utilities | Will it improve the level of investment | | AMBER = Significant upgrades likely to be required, constraints capable of appropriate |

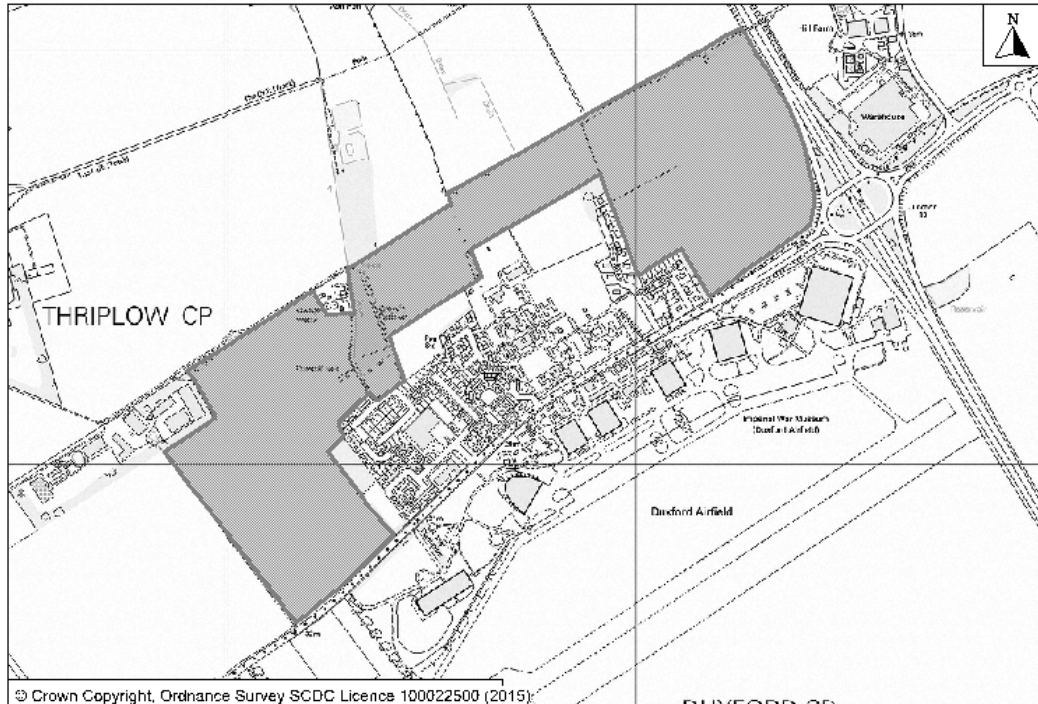
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| | in key community services and infrastructure, including communications infrastructure and broadband? | | <p>mitigation</p> <p>Major utilities Infrastructure improvements required, but constraints can be addressed.</p> <p>Electricity is not supportable from existing network.</p> <p>There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed.</p> <p>Gas would require significant Medium Pressure reinforcement.</p> <p>Significant infrastructure upgrades will be required to the WWTW and sewerage network.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>School capacity not sufficient, but significant issues can be adequately addressed through on-site provision.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>Assume provision on site.</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>AMBER = Medium quality off-road path. Existing routes form Granta Park to Cambridge.</p> <p>Would require a significant level of transport infrastructure to encourage more sustainable transport links. A route for such a link is unknown at this stage.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>If the improvements below were achieved.</p> |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of public transport, | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score of 17</p> <p>UPDATE: Score changed from 14 to 17 - revised for consistency with other major</p> |

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| | and cycling. Scores determined by the four criteria below. | | sites with new public transport provision) |
| Distance: bus stop / rail station | | | GG = Within 400m (6) UPDATE: New settlement would require dedicated public transport provision through the site. Currently 1,240m ACF from the centre of the site to the nearest bus stop (Citi 7). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) 29 Minutes from Hinxtton Bus stop to Cambridge. Promoter indicated potential to extended guided bus network, which could reduce journey time, but impact unknown. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 8.86km ACF from the centre of the site to Saffron Walden Market. 12.98km 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 1,926m to Whittlesford Station. |
| 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. No capacity constraints identified that cannot be addressed, would result in minor improvement in highway capacity or improve highway access. The development will only be acceptable to the Highways Agency if development is as self contained as possible to minimise impact on the SRN – a less sustainable proposal could result in substantial impacts on these routes. The local highway authority would expect provision of at least two accesses, possibly three, which should be possible, alongside upgrade to the A1301 / A505 roundabout. |
| Non-Car Facilities | Will it make the transport network | | GREEN = Significant improvements to public transport, cycling, walking facilities |

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| | safer for public transport, walking or cycling facilities? | | Would result in significant improvement to public transport, walking or cycling facilities. The development will only be acceptable to the Highways Agency if development is as self contained as possible to minimise impact on the SRN. The Highway Authority will require new development to provide or contribute to the provision of a significant level of new 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. |
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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC251 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land at Heathfield (north of Duxford Airfield) | |

Map:



Site description: The site wraps around the settlement of Heathfield and part of the Imperial War Museum (IWM) complex to the north of the A505 and west of the M11. To the north and west of the site and east beyond the M11 is open countryside. The IWM north of the A505 is not accessible to the public and consists of the former Officers Mess and associated buildings. The mess is now redundant and other buildings are being used for a mixture of uses including offices and storage of museum archives.

The site comprises of a number of arable fields.

Current use(s): Agricultural land

Proposed use(s): A new community of 450-550 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 60.11 ha.

Potential residential capacity: 962 dwellings (40dph)

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | RED = Not on PDL |
| Agricultural Land | Would development lead | | RED = Significant loss (20 ha or more) of grades 1 and 2 land |

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| | 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) - Whole site is Grade 2. |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | GREEN = Site is not within an allocated or safeguarded area. Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact |
| 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 Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. 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 9m ACF from edge of site to M11. |
| 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 Development compatible with some neighbouring uses. Concerns at noise from M11 which forms the eastern boundary of the site and from A505. Residential only acceptable if high level of mitigation. Also odour from sewage treatment works and safeguarding area within Minerals and Waste LDF would impact on what parts of site could be developed. Environmental Health concerned about allocating site - noise and odour constraints must be further investigated. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated. |
| 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) |

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| | | | Site is adjacent to military land and also sewage works. Would need investigation. 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. The site is partly within Groundwater Source Protection Zone 1 but majority in Zone 2 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater, |
| 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 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. Greatest impact likely to result through indirect actions such as human disturbance of woodland and loss of feeding areas for bats through habitat change as grassland is lost or light pollution affects previously dark areas. |
| 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, | | AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation |

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| | through delivery of and access to green infrastructure? | | <p>Neutral impact (existing features retained, or appropriate mitigation possible).</p> <p>Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>RED = Significant negative impact on townscape character, incapable of mitigation.</p> <p>The scale of the development would greatly impact on small village of Heathfield, and the townscape of Duxford airfield (from SHLAA).</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>AMBER = negative impact on Green Belt purposes</p> |
| 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)? | | <p>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</p> <p>Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - Development of the site would significantly impact on the setting of Duxford Airfield Conservation Area with its collection of listed buildings. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>GREEN = Development would create additional opportunities for renewable energy.</p> |

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| | | | Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create minor opportunities for new public open space |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km On site provision assumed |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m On site provision assumed |
| 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 Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of 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 3,762m ACF from centre of site to Sawston Medical 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). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community. |

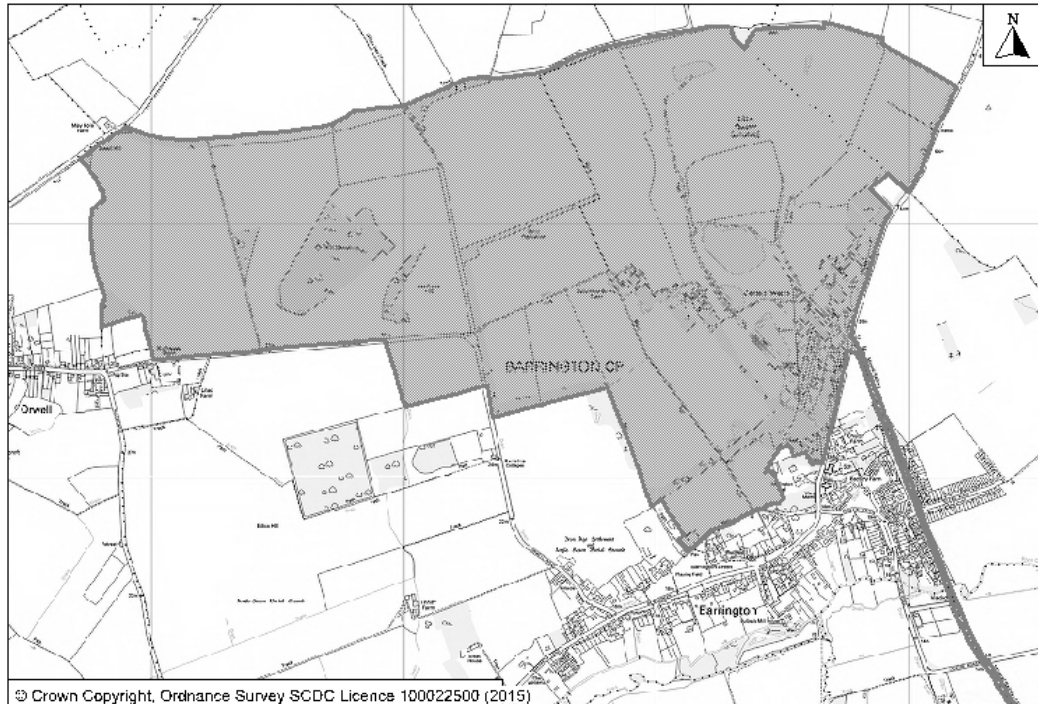
| | | | |
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| Community Facilities | Will it encourage and enable engagement in community activities? | | <p>GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible</p> <p>New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable.</p> |
| Integration with Existing Communities | How well would the development on the site integrate with existing communities? | | AMBER = Adequate scope for integration with existing communities |
| 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? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>RED = >3km</p> <p>5.9km ACF from centre of site to South Cambridgeshire 017D (Babraham Research Campus & Wellcome Trust Genome Campus)</p> |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | <p>G = No loss of employment land / allocation is for employment development</p> <p>Development would support minor additional employment opportunities. It is proposed that the new settlement be a mixed use community therefore this would mitigate the loss of employment as a result of developing the airfield site.</p> |
| Utilities | Will it improve the level of investment | | AMBER = Significant upgrades likely to be required, constraints capable of appropriate |

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| | in key community services and infrastructure, including communications infrastructure and broadband? | | mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewage network is at capacity. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues be adequately addressed |
| Distance: Primary School | How far is the nearest primary school? | | R = >800m 1,517m ACF from centre of site to Thriplow Primary School. |
| Distance: Secondary School | How far is the nearest secondary school? | | R = Greater than 3km 4.3km ACF from centre of site to Sawston Village College. |
| TRANSPORT | | | |
| 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. |
| 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. | | AMBER = Score 10-14 from 4 criteria below Total score of 10 |
| Distance: bus stop / rail station | | | A = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of the site. 857m ACF from the centre of the site to the nearest bus stop. |
| Frequency of | | | G = 20 minute frequency (4) |

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| Public Transport | | | <p>New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.</p> <p>Hourly Service</p> |
| Public transport journey time to City Centre | | | <p>RR= Greater than 50 minutes (0)</p> <p>55 Minutes from Cambridge</p> |
| Distance for cycling to City Centre | | | <p>A = 10km to 15 km (3)</p> <p>11.48km ACF from the centre of the site to Royston Market.</p> <p>11.96km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>R = >800m</p> <p>2,964m ACF from centre of site to Whittlesford Station.</p> |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>GREEN = No capacity / access constraints identified that cannot be fully mitigated</p> <p>No capacity constraints identified, safe access can be achieved. The promoter has stated that the development would result in increased bus service.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>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.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC261 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land at Barrington Quarry | |

Map:



Site description: The site is north of Barrington. The eastern part of the site is a former quarry site, which has been extensively worked until 2008. It is currently going through a programme of restoration. The remainder of the site is farmland apart from a thin strip of land that follows the rail way line from the quarry which links to the main line railway to the south.

Current use(s): Quarry and Cement Works – Ceased 2008 / remainder of site is farmland

Proposed use(s): Residential-led mixed use development of up to 3,250 dwellings with supporting infrastructure and community facilities.

Site size (ha): South Cambridgeshire: 404.99 ha.

Potential residential capacity: 3,250 dwellings as proposed by the promoter (40 dph)

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | AMBER = Partially on PDL Approximately a third of the site is a former quarry and cement works - this is previously developed land / the rest is farmland |
| Agricultural Land | Would development lead to the loss of the best and most versatile | | RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land |

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| | agricultural land? | | (Grades 1 and 2) - Majority of very large site is Grade 2 but a belt of Grade 3 runs through the middle of the site where the chalk is underlying. |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts</p> <p>Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves. Site allocation for chalk adjacent to existing quarry area. Around existing quarry and allocation is a waste consultation area. A quarter of the site is a safeguarding area for chalk in the Minerals and Waste LDF.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.</p> <p>Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.</p> |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | <p>AMBER = Adverse impacts capable of adequate mitigation</p> <p>Development compatible with some neighbouring uses. Concerns at noise from adjoining Barrington Hall that has entertainment events - could mitigate since very large site by having buffer to protect residential uses on site from noise. Also concerns at noise and malodour from nearby farms - bringing this closer to residential areas - need for buffer zones. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.</p> |

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| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Eastern part of site is a former quarry and also has a number of areas of filled land. The whole site would therefore require investigation. This could be dealt with by condition. Potential for minor benefits through remediation of minor contamination.</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Minor negative impact on protected sites and species incapable of mitigation. A quarter of the site is an SSSI for geological importance. Could be significant but given overall size of site could design to mitigate damage to SSSI. Promoters indicate that they would work with Natural England and University of Cambridge and Natural History Museum to protect future of SSSI.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Minor Negative Impact (Existing features unlikely to be retained in their entirety, impacts cannot be fully mitigated) Some mitigation will be achieved through the development process. Greatest impact likely to be upon woodland habitats through disturbance and general change of use from unmanaged to amenity. Many groups of trees and mature hedgerows would need to be retained within design. Extensive loss of arable farmland.</p> |
| TPO | Are there trees on site or immediately | | <p>GREEN = Site does not contain or adjoin any protected trees</p> |

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| | adjacent protected by a Tree Preservation Order (TPO)? | | No TPO's present on the proposed area however there are significant hedges and blocks of woodland that need to be retained using current best practice and guidance unless detailed tree surveys prove otherwise. |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure. Promoters have mentioned that a new country park would be included in the development of the site.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - the site is prominently located on edge of Barrington. Development of this site would be very intrusive. Huge views are available to the north, east and south of the site. It is a dramatic landscape, and deeply rural in character.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on townscape character, incapable of mitigation.</p> <p>Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation). All local villages would be totally dominated by the scale of the development. Barrington and Orwell could become physically linked.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>The site is not within the Green Belt, but the GB extends along its northern and eastern boundary.</p> |
| Heritage | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation) | | <p>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</p> <p>Significant Negative Impact on historic Assets (incapable of satisfactory mitigation)</p> |

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| | areas, listed buildings, registered parks and gardens and scheduled monuments)? | | <p>- Setting of four conservation areas would be affected by development of this site. Southern boundary of site adjoins Barrington Conservation Area.</p> <p>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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>GREEN = Development would create additional opportunities for renewable energy.</p> <p>Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options</p> |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Very small part of site is within flood zone 2.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards.</p> <p>Development would deliver significant new public open space. Promoter has indicated that a country park would be delivered with formal and informal recreation facilities to serve the southern and western part of the district.</p> |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km</p> <p>On site provision assumed</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>GREEN = <400m or onsite provision</p> <p>On site provision assumed</p> |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | <p>AMBER = No Impact</p> |
| Distance: District or | How far is the site from the nearest | | <p>R = >800m</p> |

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| Local Centre | District or Local centre? | | Centre point of site beyond 1,000m of nearest existing centre. Assumed new network of centres would be required to serve a new settlement. |
| 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 On site provision 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 New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a sustainable new development and also that it will be providing facilities for those that live in close proximity to the new community. |
| 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 New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be sustainable community providing for the day to day needs of the residents. |
| Integration with Existing Communities | How well would the development on the site integrate with existing communities? | | AMBER = Adequate scope for integration with existing communities |
| 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 | | GREEN = No effect or would support the |

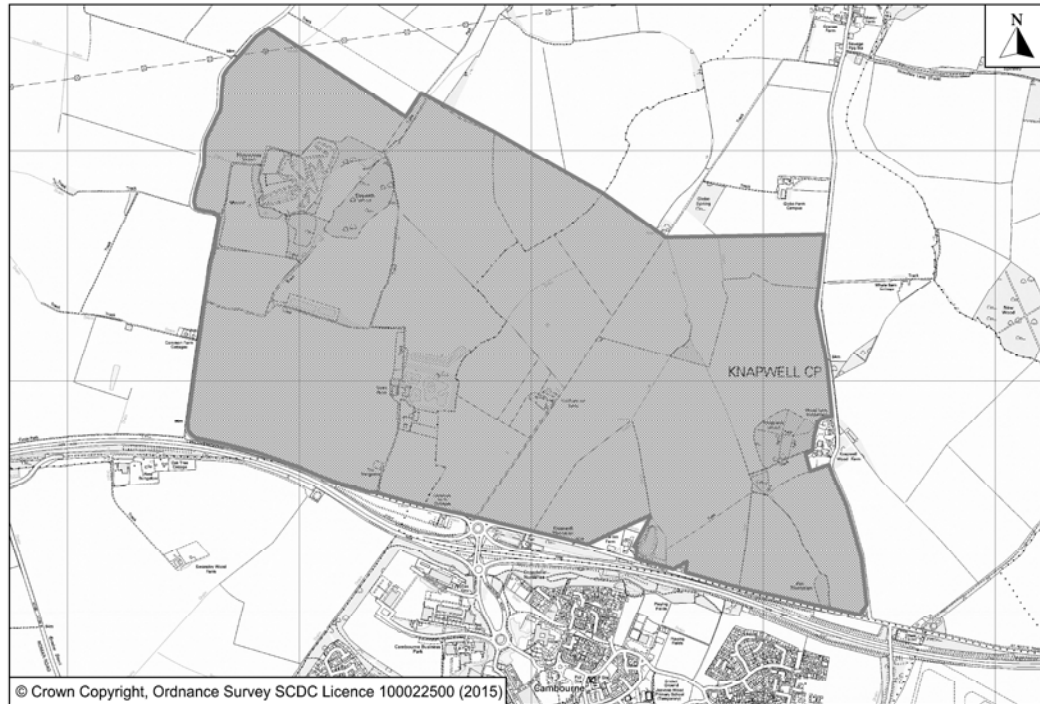
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| | shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | | vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community. |
| Employment - Accessibility | How far is the nearest main employment centre? | | RED = >3km 8.3km ACF from centre of site to Cambridge 007D (West Cambridge) |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%). Development would have a minor negative effect on employment opportunities, as a result of the loss of existing employment land. The existing quarry and cement works are no longer in commercial use however the Minerals and Waste LDF has retained an allocation for chalk within the site and therefore the quarry could at a future date become operational again. Development of the site would prevent this. |
| 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. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewage network is limited capacity. The electricity supply to be development could not be supported from existing network. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues be adequately addressed |
| Distance: Primary School | How far is the nearest primary school? | | G = <400m On Site provision assumed |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) |

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| | | | On Site provision assumed |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | AMBER = Medium quality off-road path. Would require a significant level of transport infrastructure to encourage more sustainable transport links. Routes for such links are unknown at this stage. |
| 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 If the improvements below were achieved |
| 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. | | AMBER = Score 10-14 from 4 criteria Total score of 14 |
| Distance: bus stop / rail station | | | 0 = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of the site. 1,277m ACF from the centre of the site to the nearest bus stop (75 service). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. Less than hourly service. |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) 30 minutes from bus stop to the centre of Cambridge. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 10.03km 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 2,814m ACF from centre of the site to Shepreth 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 No capacity constraints identified, safe access can be achieved however local |

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| | | | traffic management measures would be required to mitigate the impact of development traffic upon local communities. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>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. The promoter has stated that the transport strategy will include a fast, frequent and direct public transport connection to Cambridge. Currently limited bus service and highway Authority has stated that it would be difficult to incorporate into existing networks.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC265 REVISED DEVELOPER PROPOSAL | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land to the north of the A428, Cambourne | |

Map:



Site description: Larger site than SC265, includes land between Knapwell Road and Brockley Road, north of the old St. Neots Road.

The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

Proposed use(s): Promoters propose 3,500 homes that integrate with Cambourne using new footpath / cycleway links over the A428, employment, retail, leisure and community facilities accessible from Cambourne that complement existing facilities and services. A network of green routes with access to landscaped parkland.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 3,500 dwellings

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | <p>RED = Not on PDL</p> <p>The site includes 2 farm complexes creating a very small area of previously developed land.</p> |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>RED = Significant loss (20 ha or more) of grades 1 and 2 land</p> <p>Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>GREEN = Site is not within an allocated or safeguarded area.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation.</p> <p>The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.</p> |
| AQMA | Is the site within or near to an AQMA, | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |

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| | the M11 or the 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)? | | <p>RED = Significant adverse impacts</p> <p>Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to commercial and industrial units and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.</p> |
| Contamination | Is there possible contamination on the site? | | <p>GREEN = Site not within or adjacent to an area with a history of contamination</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Minor negative impact on protected sites and species. The site is adjacent to Knapwell Roadside Verge CWS and Knapwell Wood CWS. Brockley End Meadow CWS lies 540m to the west of the site. Elsworth Wood SSSI lies approximately 530m to the west of the site.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Biodiversity | Would development reduce habitat fragmentation, enhance native species, and | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Minor negative impact as loss of farmland</p> |

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| | help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? | | and severance of hedgerows. Some opportunities for habitat enhancement. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects. |
| 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 a considerable number of trees with Tree Preservation Orders within the site area, including Knapwell Wood. |
| 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 (Score changed from Amber to Green) With the larger site, proposer suggests delivery of a network of green routes with access to landscaped parkland. Retain and enhance Elsworth Wood SSSI & RSPB Farm. Creation of a web of new multi-functional Green Infrastructure, including a country park. |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| 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. Significant negative impact (development conflicts with landscape character, with significant negative impacts incapable of mitigation) - due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape. The deeply rural approach to Knapwell would be urbanised and the village itself completely dominated by the development, and the detailed and layered landscape to the north of the site would become obscured by the development. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to |

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| | | | secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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 | | <p>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</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). The site will have an impact on the setting of the listed buildings at New Inn Farm. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate</p> |

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| | scheduled monuments)? | | <p>mitigation can be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | <p>AMBER = Standard requirements for renewables would apply</p> <p>Development could create minor additional opportunities for renewable energy.</p> |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p>Development would create minor opportunities for new public open space.</p> |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN =<1km</p> <p>Assumed provision on site.</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>GREEN =<400m</p> <p>Assumed provision on-site</p> |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | <p>AMBER = No Impact</p> |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | <p>G = <400m</p> <p>Centre point of site beyond 1000m of nearest existing centre.</p> <p>New local centre developed as part of site.</p> |
| Distance: City Centre | How far is the site from edge of defined Cambridge | | <p>R = >800m</p> |

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| | City Centre? | | |
| Distance: GP Service | How far is the nearest health centre or GP service? | | G = <400m Existing site at Cambourne over 800m Promoter proposes medical facilities on-site, Would result in a green score. UPDATE: Score changed from Red to Green to reflect on-site provision. |
| 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 proposes employment, retail and leisure uses. |
| 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 New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable |
| 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 It will be difficult to view this development an extension of Cambourne given the separation by the A428, other roads and structural landscaping to the south. |
| 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 assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres. |

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| 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? | | GREEN = No loss of employment land / allocation is for employment development Promoter proposes a range of employment uses, including 'start-up/incubator' units; |
| 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 but constraints capable of appropriate mitigation Major utilities infrastructure improvements required, but constraints can be addressed. Development of this site is not supportable from the existing electricity network, therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed. The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site. The sewerage network is approaching capacity. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. |
| Distance: Primary School | How far is the nearest primary school? | | G = <400m Assume provision on site |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) Potential to provide new secondary school, or be served by existing Cambourne site, depending whether this development would take place in combination with others. Promoter proposes new secondary school on-site. |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are | | AMBER = Medium quality off-road path. |

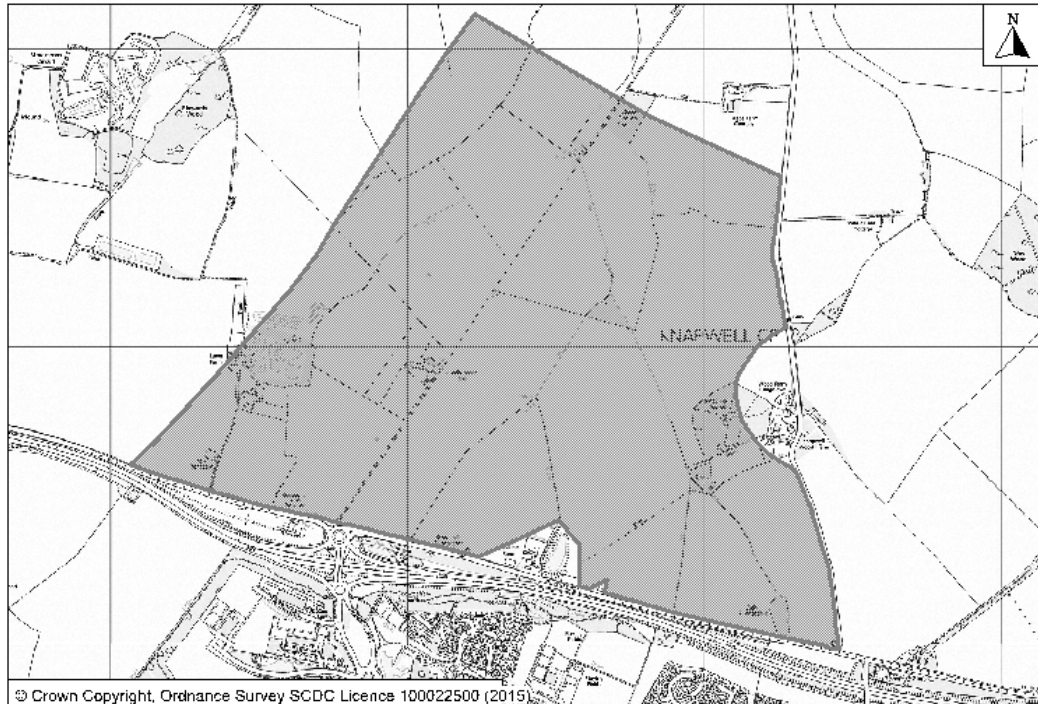
| | | | |
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| | accessible near to the site? | | <p>TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling improvements, ranging from cycle use of new bus lanes to cycling facilities alongside offline routes. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. Potential for connection with wider A428 corridor improvements.</p> <p>Ensuring adequate access to Cambourne town centre would be a key issue that would need to be addressed, given the potential severance effect of the A428.</p> <p>The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme, varying from off-road route options to more limited improvements. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.</p> |
| 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. | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score 16</p> <p>UPDATE: Score changed from Amber to Green to reflect revised score for Distance: bus stop / rail station.</p> |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>UPDATE: Score changed from Amber to Dark Green</p> |

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| | | | <p>Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.</p> <p>(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) (---)).</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.</p> <p>A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).</p> <p>(Currently Citi 4 - 20 minute Frequency (+))</p> |
| Public transport journey time to City Centre | | | <p>A = 31 to 40 minutes (3)</p> <p>35 minutes from bus stop to the centre of Cambridge.</p> <p>UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites.</p> |
| Distance for cycling to City Centre | | | <p>A = 10km to 15 km (3)</p> <p>10.21km ACF from the centre of the site to St. Ives Market.</p> <p>12.68km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | <p>R = >800m</p> <p>12,634m ACF from centre of the site to St Neots Station.</p> |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.</p> <p>Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots /</p> |

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| | | | <p>Bedford, particularly junctions at either end of this section.</p> <p>UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet.</p> <p>Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>There are opportunities 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.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC265 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land to the north of the A428, Cambourne | |

Map:



Site description: The site lies north of the Old St Neots road and west of Knapwell Road. The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

Proposed use(s): New village or linked village extension to Cambourne for up to around 2,500 dwellings with employment, education, leisure and retail uses.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 2,500 dwellings

LAND

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| PDL | Would development make use of previously developed land? | | RED = Not on PDL The site includes 2 farm complexes creating a very small area 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 Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 270 ha). Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified. |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | GREEN = Site is not within an allocated or safeguarded area. |

POLLUTION

| | | | |
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| 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 Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality. |
| AQMA | Is the site within or near to an AQMA, the M11 or the A14? | | GREEN = >1,000m of an AQMA, M11, or A14 |

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| 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)? | | <p>RED = Significant adverse impacts</p> <p>Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to commercial and industrial units and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.</p> |
| Contamination | Is there possible contamination on the site? | | <p>GREEN = Site not within or adjacent to an area with a history of contamination</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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</p> <p>Minor negative impact on protected sites and species. The site is adjacent to Knapwell Roadside Verge CWS and Knapwell Wood CWS. Brockley End Meadow CWS lies 540m to the west of the site. Elsworth Wood SSSI lies approximately 530m to the west of the site.</p> <p>Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Biodiversity | Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Minor negative impact as loss of farmland and severance of hedgerows. Some opportunities for habitat enhancement.</p> |

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| | to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)? | | Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects. |
| TPO | Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)? | | <p>AMBER = Any adverse impact on protected trees capable of appropriate mitigation</p> <p>There are a considerable number of trees with Tree Preservation Orders within the site area, including Knapwell Wood.</p> |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure. New landscaping associated with development of this site will create access to areas of open space within and on the edge of the development.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Significant negative impact (development conflicts with landscape character, with significant negative impacts incapable of mitigation) - due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape. The deeply rural approach to Knapwell would be urbanised and the village itself completely dominated by the development, and the detailed and layered landscape to the north of the site would become obscured by the development.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the</p> |

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| | | | adverse effects. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | <p>GREEN = No impact or Minor positive impact on Green Belt purposes</p> <p>Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.</p> |
| 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)? | | <p>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</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). The site will have an impact on the setting of the listed buildings at New Inn Farm.</p> <p>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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable | | AMBER = Standard requirements for renewables would apply |

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| | energy resources? | | Development could create minor additional opportunities for renewable energy. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create minor opportunities for new public open space. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN = <400m Assumed provision on-site |
| 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 Centre point of site beyond 1,000m of nearest existing centre. New local centre developed as part of 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 Assumed served by existing site at Cambourne. 1,462m ACF from centre of site to Monkfield Medical Centre, Cambourne. |
| 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 proposes employment, retail and leisure uses. |

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| Community Facilities | Will it encourage and enable engagement in community activities? | | <p>GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible</p> <p>New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable)</p> |
| Integration with Existing Communities | How well would the development on the site integrate with existing communities? | | <p>RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses</p> <p>It will be difficult to view this development an extension of Cambourne given the separation by the A428, other roads and structural landscaping to the south.</p> |

ECONOMY

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| 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? | | <p>AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.</p> |
| Shopping | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>The assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use</p> |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | <p>G = No loss of employment land / allocation is for employment development</p> <p>Development would support minor additional employment opportunities.</p> |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications | | <p>AMBER = Significant upgrades likely to be required but constraints capable of appropriate mitigation</p> <p>Major utilities infrastructure improvements required, but constraints can be addressed.</p> |

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| | infrastructure and broadband? | | <p>Development of this site is not supportable from the existing electricity network, therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.</p> <p>The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site.</p> <p>The sewerage network is approaching capacity.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>School capacity not sufficient, but significant issues can be adequately addressed.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G =<400m</p> <p>Assume provision on site</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>A =1 to 3 km</p> <p>Potential to provide new secondary school, or be served by existing Cambourne site, depending whether this development would take place in combination with others.</p> <p>1.9km ACF from centre of site to Cambourne Village College</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>AMBER = Medium quality off-road path.</p> <p>TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling improvements, ranging from cycle use of new bus lanes to cycling facilities alongside offline routes. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. Potential for connection with wider A428 corridor improvements.</p> <p>The City Deal A428 public transport corridor scheme includes potential cycle</p> |

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| | | | improvements as part of the scheme, varying from off-road route options to more limited improvements. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.</p> |
| 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. | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score 16.</p> <p>UPDATE: (Score changed from Amber to Green to reflect revised score for Distance: bus stop / rail station.</p> |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>UPDATE: Score changed from Amber to Dark Green.</p> <p>Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.</p> <p>(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) (---)).</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.</p> <p>A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local</p> |

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| | | | Plan). (Currently Citi 4 - 20 minute Frequency (+)) |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 35 minutes from bus stop to the centre of Cambridge. UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites. |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 10.21km ACF from the centre of the site to St. Ives Market. 12.68km 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 12,634m ACF from centre of the site to St Neots Station. |
| 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. Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section. UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014) |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts There are opportunities 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. |

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| Site Information | |
| Development Sequence | New Settlement (part of) |
| Site reference number(s): SC273 | |
| Consultation Reference numbers: 1 (I&O 2012) | |
| Site name/address: Southwell Farm, Station Road, Longstanton (part of Northstowe Reserve) | |

Map:



Site description: The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. The site is primarily agricultural land with the only vehicular access being onto the B1050. The land is the other side of the road from the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 as forming the strategic reserve land under policy NS/3/g.

Current use(s): Residential / Small Holding

Proposed use(s): 48 - 80 dwellings (note: the site does not adjoin the allocated site for Northstowe, however it lies within another site that does and therefore assessment of this site is conditional on the larger site being found to have potential)

Site size (ha): South Cambridgeshire: 1.84 ha.

Potential residential capacity: 66 dwellings (40 dph)

| LAND | | | |
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| 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 |

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| | versatile agricultural land? | | |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>GREEN = Site is not within an allocated or safeguarded area.</p> <p>Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>GREEN = Minimal, no impact, reduced impact</p> <p>Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Close to the Councils' Air Quality Management Area. 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.</p> |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | <p>AMBER = Adverse impacts capable of adequate mitigation</p> <p>Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. Proximity to the B1050 bypass to the south & east and the Guided Bus to the north with prevailing winds from the south west - traffic noise will need assessment South east of the site is close to Hydro Eu Ltd, Station Road a medium to large sized industrial type unit / uses - noise from activities / plant and equipment and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Possible noise and malodour from nearby Southwell Farm, Station Road. 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.</p> |
| 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 | | GREEN = No impact / Capable of full mitigation |

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| | enhance the quality of the water environment? | | 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 | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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.</p> <p>No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>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.</p> |
| 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? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure as the promoter of the surrounding site 242 proposes provision of public open space and possible link to bridleway along the Guided Busway.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and | | AMBER = negative impact on landscape |

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| | enhance the diversity and distinctiveness of landscape character? | | <p>character, incapable of mitigation.</p> <p>Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The development is at odds with the local landscape character and would have an adverse effect on the local landscape by adding a substantial urban extension into an open and rural landscape. To successfully set the proposed development into the existing landscape, and to preserve a landscape setting to Longstanton, substantial structural landscape will be required to the north, west and south of the development, giving genuine rural separation between the development and the village, and a soft, integrated edge treatment.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on townscape character, incapable of mitigation.</p> <p>Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - Development of this site in combination with site 242 would be large in relation to the existing village settlements and would adversely affect the landscape setting of Longstanton to the extent that it may be difficult to view Longstanton as separate from Northstowe.</p> <p>To successfully set the proposed development into the existing landscape, and to preserve a landscape setting to Longstanton, substantial structural landscape will be required to the north, west and south of the development, giving genuine rural separation between the development and the village, and a soft, integrated edge treatment. Structural landscape will also be required within the development with some views to existing horizons and landscape features retained.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| Heritage | Will it protect or enhance sites, features or areas of historical, | | GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting |

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| | archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | | Neutral impact (existing features retained, or appropriate mitigation possible). 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 CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | GREEN = Development would create additional opportunities for renewable energy. Development would create minor additional opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create minor opportunities for new public open space as the promoter of the surrounding site 242 proposes provision of open space as part of the development. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km or onsite provision 1.1km ACF from centre of the site to Longstanton Recreation Ground, closer to planned Northstowe sports hub. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | RED = >800m 973m ACF from centre of the site to Land south of Duddle Drive, Longstanton. Play space would be required onsite as part of the wider Northstowe Reserve development. |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling | | AMBER = No Impact |

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| | Showpeople? | | |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. New Local Centres planned as part of wider Northstowe development would be nearer. |
| 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 1,324m ACF from centre of site to Longstanton Branch Surgery. Provision in Northstowe in the longer term. |
| 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). New facilities or improved existing facilities are proposed of minor benefit. The promoter of the surrounding site 242 proposes a mixed use development of 900 dwellings with employment, retail, community uses, commercial uses and public open space. |
| 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. New facilities or improved existing facilities are proposed of minor benefit. The promoter of the surrounding site proposes a mixed use development of 900 dwellings with employment, retail, community uses, commercial uses and public open space. |
| 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 | | GREEN = No effect or would support the |

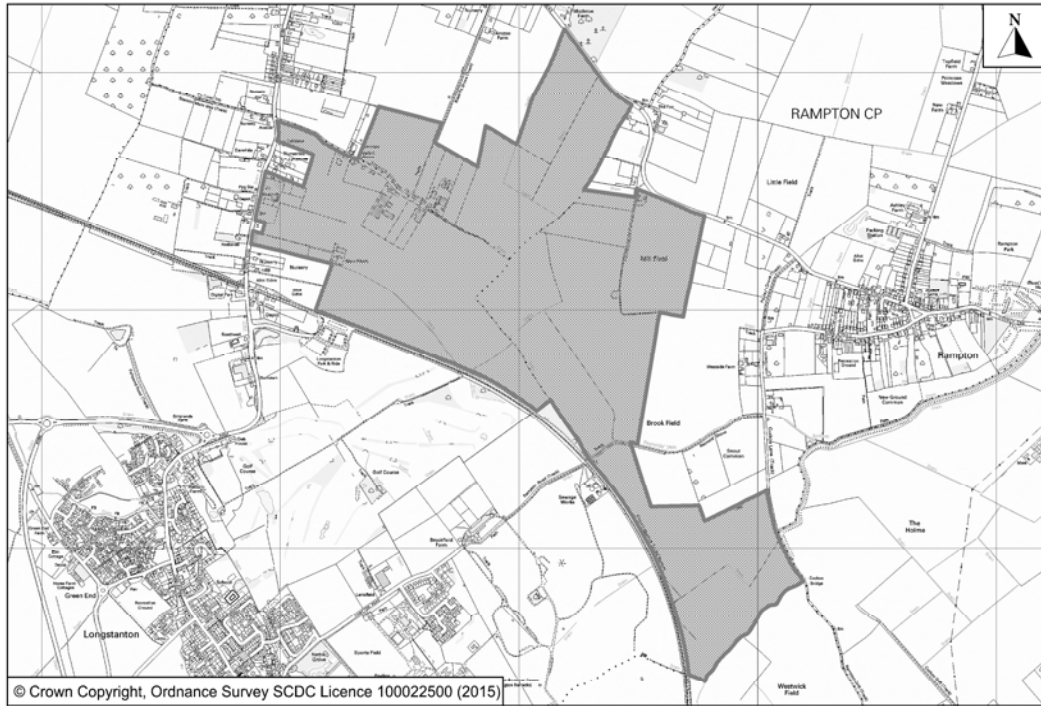
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| | shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres? | | <p>vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other centres.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use</p> <p>Northstowe now town includes significant employment development.</p> |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | <p>G = No loss of employment land / allocation is for employment development</p> <p>Development of the surrounding site 242 would support minor additional employment opportunities.</p> |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | <p>AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation</p> <p>Major utilities Infrastructure improvements required, but constraints can be addressed. Significant reinforcement and new network is required for electricity provision. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas will require a Pressure Reduction Station to be built to allow a local low pressure infrastructure to be laid around the developments. The sewerage network is approaching capacity and will require investigation and mitigation.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>GREEN= Non-residential development / surplus school places</p> <p>As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. As the reserve land would be one of the last phases of Northstowe to be developed the capacity of these schools, and their ability to extend would need to be assessed nearer to the time. As the DFD is considering this site the location of schools, and their site</p> |

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| | | | size will be taken into account. |
| Distance: Primary School | How far is the nearest primary school? | | A = 400 - 800m 1,052m ACF from centre of site to Hatton Park School, but closer to a planned Northstowe primary school. |
| Distance: Secondary School | How far is the nearest secondary school? | | A = 1- 3km 3.6km ACF from centre of site to Swavesey Village College, but significantly closer to planned Northstowe Secondary school. |
| 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. |
| 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 Guided busway meets most aspects of HQPT definition, but hourly service in evenings. |
| 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. | | GREEN = Score 15-19 from 4 criteria below Total score of 19 |
| Distance: bus stop / rail station | | | GG = Within 400m (6) 206m ACF from the centre of the site to the nearest guided busway stop (Longstanton). |
| Frequency of Public Transport | | | GG = 10 minute frequency or better (6) |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) Guided Busway - 23 Minutes to Cambridge; Guided Busway - 10 Minutes to St. Ives.) |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 8.84km ACF from the centre of the site to St. Ives Market. 10.77km ACF from the centre of the site to Cambridge Market. |
| Distance: Railway Station | How far is the site from an existing or proposed train | | R = >800m 10,780m ACF from centre of the site to |

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| | station? | | Waterbeach Station. |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.</p> <p>Considered together with the surrounding site 242, there is insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.</p> <p>UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities.</p> <p>Considered together with the surrounding site 242, development would result in significant improvement to public transport, walking or cycling facilities. 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.</p> |

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| Site Information | |
| Development Sequence | New Settlement (part of) |
| Site reference number(s): SC274 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Land generally to the north and north east of Northstowe adjoining the Cambridgeshire Guided Busway | |

Map:



Site description: The site abuts the route of the Cambridgeshire Guided Busway to the south east, the other side of which is the site for the new town of Northstowe. To the north there is the village of Rampton. The land is flat and primarily agricultural in nature with some buildings in the northwest. There are several public rights of way across the site and to the west it abuts the B1050.

Current use(s): Agricultural land mainly in arable use

Proposed use(s): An extension to the new town of Northstowe, an employment-led development which would provide around 11,800 homes and around 12,000 jobs on the two sites combined (Northstowe allocation and this extension).

Promoter indicates employment development providing up to 5,200 jobs and could also accommodate an additional 1,800 homes.

Site size (ha): South Cambridgeshire: 202 ha

Potential residential capacity: 1,800 dwellings (40 dph)

| LAND | | |
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| PDL | Would development make use of previously developed land? | <div style="background-color: red; width: 50px; height: 50px; display: inline-block;"></div> RED = Not on PDL This large site includes some built development with curtilages adjacent to the B1050 and to the northwest. |

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| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | <p>AMBER = Minor loss of grade 1 and 2 land</p> <p>Minor loss of best and most versatile agricultural land (Grades 1 and 2) - large site but small part Grade 2. Half of the site is Grade 3a.</p> |
| Minerals | Will it avoid the sterilisation of economic mineral reserves? | | <p>GREEN = Site is not within an allocated or safeguarded area.</p> <p>Approximately 1/3 of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.</p> |
| POLLUTION | | | |
| Air Quality | Would the development of the sites result in an adverse impact/worsening of air quality? | | <p>GREEN = Minimal, no impact, reduced impact</p> <p>Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. 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.</p> |
| AQMA | Is the site within or near to an AQMA, the M11 or the A14? | | <p>GREEN = >1,000m of an AQMA, M11, or A14</p> |
| 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)? | | <p>AMBER = Adverse impacts capable of adequate mitigation</p> <p>Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. The site in close proximity to the B1050 to the west and the CGB to the south & Longstanton P&R - traffic / transport noise will need assessment. 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 noise and malodour from nearby farms that may coexist as proposals would be closer than existing residential, but no history of complaints. There is a sewage treatment works with open trickle beds in close proximity to the west, offsite near BrookField associated with old barracks and existing housing etc. However, this is no</p> |

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| | | | longer operational. Assumption is that most can be mitigated, or the site is large enough to avoid affected areas. |
| Contamination | Is there possible contamination on the site? | | <p>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)</p> <p>Site is adjacent to guided busway (old railway line) and may have contaminated land. Potential for minor benefits through remediation of minor contamination</p> |
| Water | Will it protect and where possible enhance the quality of the water environment? | | <p>GREEN = No impact / Capable of full mitigation</p> <p>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).</p> |
| BIODIVERSITY | | | |
| Designated Sites | Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites) | | <p>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.</p> <p>No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>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.</p> |
| TPO | Are there trees on site or immediately adjacent protected | | GREEN = Site does not contain or adjoin any protected trees |

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| | by a Tree Preservation Order (TPO)? | | |
| Green Infrastructure | Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure as the promoter proposes provision of public open space and possible links to the byway and footpath across the southern part of the site that links the villages of Longstanton and Rampton and to bridleway along the Guided Busway.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - The development is at odds with the local landscape character. It would have an adverse effect on the local landscape by adding a very substantial urban extension into an open and rural landscape. The proposed development would also have a very significant adverse effect on the carefully considered structural landscape proposals for existing and currently proposed developments in the area. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory visual connections between the two sites very difficult.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on townscape character, incapable of mitigation.</p> <p>Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - Development would be very large in relation to the existing and proposed settlements and would adversely affect the landscape setting of Longstanton Oakington, Willingham and Rampton. Any benefits from enlarging the separation from Longstanton and Oakington will be countered by greater impact on Willingham and Rampton. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory visual connections between the</p> |

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| | | | two sites very difficult. |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible). 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 CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | DARK GREEN = Development would create significant additional opportunities for renewable energy. Development would create significant additional opportunities for renewable energy. The assumption is that as a large extension to Northstowe it should be possible to continue the exemplar of sustainability standards. |
| Flood Risk | Is site at flood risk? | | GREEN = Flood Zone 1 / low risk The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. Only about 10% of the site is in Flood Zone 3a and a previous Masterplan identified these areas for uses such as open space, which are compatible with the flood risk potential. |
| 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 Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km Assumed provision on site |
| Distance: Play Facilities | How far is the nearest play space | | GREEN = <400m |

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| | for children and teenagers? | | Assumed provision on site |
| 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 (Centre point of site beyond 1,000m of nearest existing centre). Assumed site of this scale would have new local centre(s) |
| 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 Approximately 1,800m to Longstanton Surgery, Northstowe provision nearer in the longer term. |
| 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). New facilities or improved existing facilities are proposed of minor benefit. The promoter proposes an employment-led development, a local centre and open space, plus necessary infrastructure such as an expanded park and ride site and highway and drainage works. The assumption is these will largely serve new residents. |
| 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 New facilities or improved existing facilities are proposed of minor benefit. The promoter proposes an employment-led development, a local centre and open space, plus necessary infrastructure such as an expanded park and ride site and highway and drainage works. The assumption is these will largely serve new residents. |
| 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 The development would be separated from |

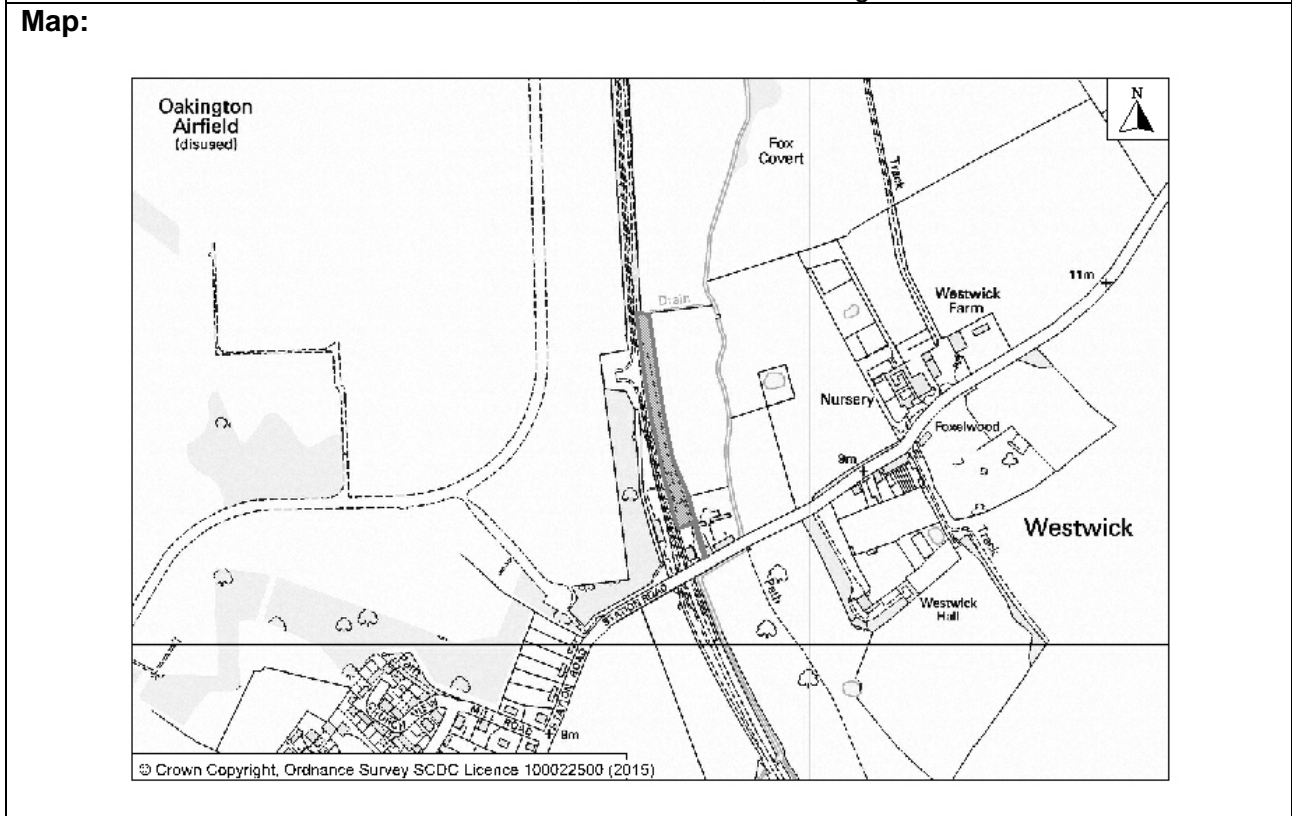
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| | | | Northstowe by the Guided Busway. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory connections between the two sites very difficult. |
| ECONOMY | | | |
| Deprivation (Cambridge) | Does it address 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other 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? | | DARK GREEN = 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 Major utilities Infrastructure improvements required, but constraints can be addressed. Significant reinforcement and new network is required for electricity provision. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas will require a Pressure Reduction |

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| | | | <p>Station to be built to allow a local low pressure infrastructure to be laid around the developments.</p> <p>The sewerage network is approaching capacity and will require investigation and mitigation.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.</p> <p>As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. This site would require additional provision.</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>G = <400m</p> <p>Assumed provision onsite, or served by adjoining Northstowe site</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>A = 1 to 3 km</p> <p>Distance to planned Northstowe secondary school.</p> |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>Assumed connections to existing cycleway along the busway.</p> |
| HQPT | Is there High Quality Public Transport (at edge of site)? | | <p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> |
| 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. | | <p>GREEN = Score 15-19 from 4 criteria below</p> <p>Total score of 17</p> |
| Distance: bus stop / rail station | | | <p>GG = Within 400m (6)</p> <p>Development of this scale would required new bus routes through the development.</p> |

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| | | | (scoring changed for consistency with other new settlement proposals). 872m ACF from the centre of the site to the nearest guided busway stop (Longstanton). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) Guided Busway - 23 Minutes to Cambridge; |
| Distance for cycling to City Centre | | | 0 = 10km to 15 km (3) 10.14km ACF from the centre of the site to St. Ives Market. 10.27km 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 9,452m ACF from centre of the site to Waterbeach Station. |
| 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 promoter contends that with the extension to Northstowe it has the potential to be self-contained, in terms of meeting the needs of its population locally, and minimising out-commuting and car journeys. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment, accompanied by a travel plan for the development. A site in this location could not proceed in advance of the committed Cambridge to Huntingdon A14 improvement scheme. Detailed consideration would need to be given to the impact of Northstowe and its accompanying off-site highway works and mitigation measures. Detailed consideration would also need to be given to the impact of the development on the B1050. Any Transport Assessment will need to be based on analysis undertaken using the |

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| | | | Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. (Change of score: Red to Amber). |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>GREEN = Significant improvements to public transport, cycling, walking facilities</p> <p>Would result in significant improvement to public transport, walking or cycling facilities. 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.</p> |

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| Site Information | |
| Development Sequence | New Settlement |
| Site reference number(s): SC275 | |
| Consultation Reference numbers: N/A | |
| Site name/address: Old East Goods Yard, Station Road, Oakington | |



Site description: The site is a long thin strip of land located adjacent to the eastern edge of the Cambridgeshire Guided Busway to the north of Station Road on the western edge of Westwick. The site is approximately 342 metres long and varies in width from 26 metres to 17 metres in width with the majority being at around 17 metres wide. The site is located to the rear of residential properties and businesses fronting onto Station Road. The site access is around 50 metres long and varies in width from around 2metres wide to 3.7metres wide. It is surrounded on all other sides by agricultural and pastoral land. The site was formerly in business use and unoccupied buildings and hard standing remain in situ, but the built development only occupies a small part of the site. The site is well screened by hedgerows on all sides, and a tree belt runs along the western side of the Guided Busway alongside much of the length of the site.

Note: this site does not adjoin a village framework.

Current use(s): Unoccupied B8 premises used for storage and repair of contractors plant. Ceased 2003.

Proposed use(s): Up to 25 dwellings possibly with employment (A2 use or B1 use) and community facilities (D1 use) and potential for allotments or recreation ground.

Site size (ha): South Cambridgeshire: 0.59 ha

Potential residential capacity: 16 dwellings (40 dph)

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| LAND | | | |
| PDL | Would development make | | GREEN = Entirely on PDL |

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| | use of previously developed land? | | The whole of this small site is previously developed land. |
| 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 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? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts Will create significant negative impacts to, or as a result of, the development, incapable of adequate mitigation. The site is immediately adjacent to and runs parallel to CGB. Due to the close proximity to the CGB and the physical constraints of the site dimensions 305m long and 16m wide, noise and vibration impacts are paramount considerations. |
| 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 is adjacent to the guided busway (old railway) & previous military land and was commercial use. 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 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 |

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| | | | 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) | | <p>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.</p> <p>No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.</p> |
| 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)? | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>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.</p> |
| 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? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Development would create minor opportunities for new Green Infrastructure as it is possible to link to bridleway along the Guided Busway.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of landscape character? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - This pattern of development would be totally alien and out of keeping with the existing</p> |

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| | | | linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside between the development and the village, and a soft, integrated edge treatment. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - This site is unsuitable for backland development given the historically sensitive nature of the area. This pattern of development would be totally alien and out of keeping with the existing linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | <p>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</p> <p>Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - site forms an important part of the setting of the Grade II Listed Westwick Hall and Westwick Hall Farmhouse, Westwick Conservation Area, and the historic core of the village. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process. Neutral impact (existing features retained, or appropriate mitigation possible).</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site at flood risk? | | <p>AMBER = Flood Zone 2 / medium risk</p> <p>The whole site is within Flood Zones 2 and 3, drainage issues capable of being</p> |

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| | | | appropriately addressed |
| 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 Development would create minor opportunities for new public open space as the promoter includes allotments or recreation ground as part of the development.. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km 0.8km ACF from centre of the site to Oakington Recreation Ground. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | AMBER = 400 - 800m 776m ACF from centre of the site to Oakington Recreation Ground. |
| 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 Centre point of site beyond 1,000m of nearest existing centre - Oakington. Note - site would not generate it's own 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 2,219m ACF from centre of site to Longstanton Branch Surgery. |
| 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). No facilities lost, and no new facilities proposed directly as a result of the development. Promoter proposes community uses, but this is a small site and close to Northstowe. |
| 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 |

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| | community activities? | | possible No facilities lost, and no new facilities proposed directly as a result of the development. |
| 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 Poorly related to Northstowe (separated by Guided Busway) or Westwick. |
| 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 Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other centres. |
| Employment - Accessibility | How far is the nearest main employment centre? | | AMBER = 1-3km 2.8km ACF from centre of 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 There will be a loss of some employment (B8 uses), but the promoter proposes new A2 & B1 employment uses. |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | GREEN = Existing infrastructure likely to be sufficient There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The WWTW is operating close to capacity and the sewerage network is at capacity and |

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| | | | both will require mitigation. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated Insufficient spare school capacity but potential for improvement to meet needs. |
| Distance: Primary School | How far is the nearest primary school? | | R = >800m 908m ACF from centre of site to Oakington Primary School. |
| Distance: Secondary School | How far is the nearest secondary school? | | A = 1 to 3 km 3.6km ACF from centre of site to Impington Village College. |
| 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. Assumed connections to existing cycleway along the busway. |
| 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 |
| 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) 206m ACF from the centre of the site to the nearest guided busway stop. |
| Frequency of Public Transport | | | GG = 10 minute frequency or better (6) Guided Busway - 10 Minute Service. |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) Guided Busway - 23 Minutes to Cambridge; Guided Busway - 10 Minutes to St. Ives. |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 11.91km ACF from the centre of the site to St. Ives Market. 7.49km ACF from the centre of the site to Cambridge Market. |
| Distance: | How far is the site | | R = >800m |

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| Railway Station | from an existing or proposed train station? | | 8,223 ACF from centre of the site to Waterbeach Station. |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.</p> <p>Insufficient capacity or access constraints that cannot be adequately mitigated. The Highways Agency comment that this site is in an area heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of these sites being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC303 | |
| Consultation Reference numbers: H1 (I&O 2013 part 2) | |
| Site name/address: Land at Cambourne Business Park | |

Map:

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| Site description: The site is located within the Cambourne Business Park, and adjoins business uses to the north and east. The site adjoins Lower Cambourne to the south and open countryside to the west. The southern and western boundaries of the site are bordered by trees and footpaths / bridleways that form part of the landscaping buffer of the Cambourne development. The site is vacant grassed land. |
| Current use(s): The site consists of vacant grassed land. |
| Proposed use(s): New housing (approximately 230 dwellings) and employment. |
| Site size (ha): South Cambridgeshire: 7.33 ha |
| Potential residential capacity: 165 dwellings (30 dph) |

| LAND | | | |
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| 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 Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small |

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| | versatile agricultural land? | | site but all Grade 2. |
| 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? | | GREEN = Minimal, no impact, reduced impact. Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | GREEN = No adverse effects or capable of full mitigation Development compatible with neighbouring uses. Need to ensure that the commercial and residential uses are compatible; this should be possible through mitigation but may require restrictive operational controls. |
| 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 Development unlikely to affect 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 | | | |
| 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 | | AMBER = Development would have a |

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| | 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 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)? | | 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 Neutral impact (existing features retained, or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| 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) Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| 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) Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| Green Belt | What effect would | | GREEN = No impact or Minor positive |

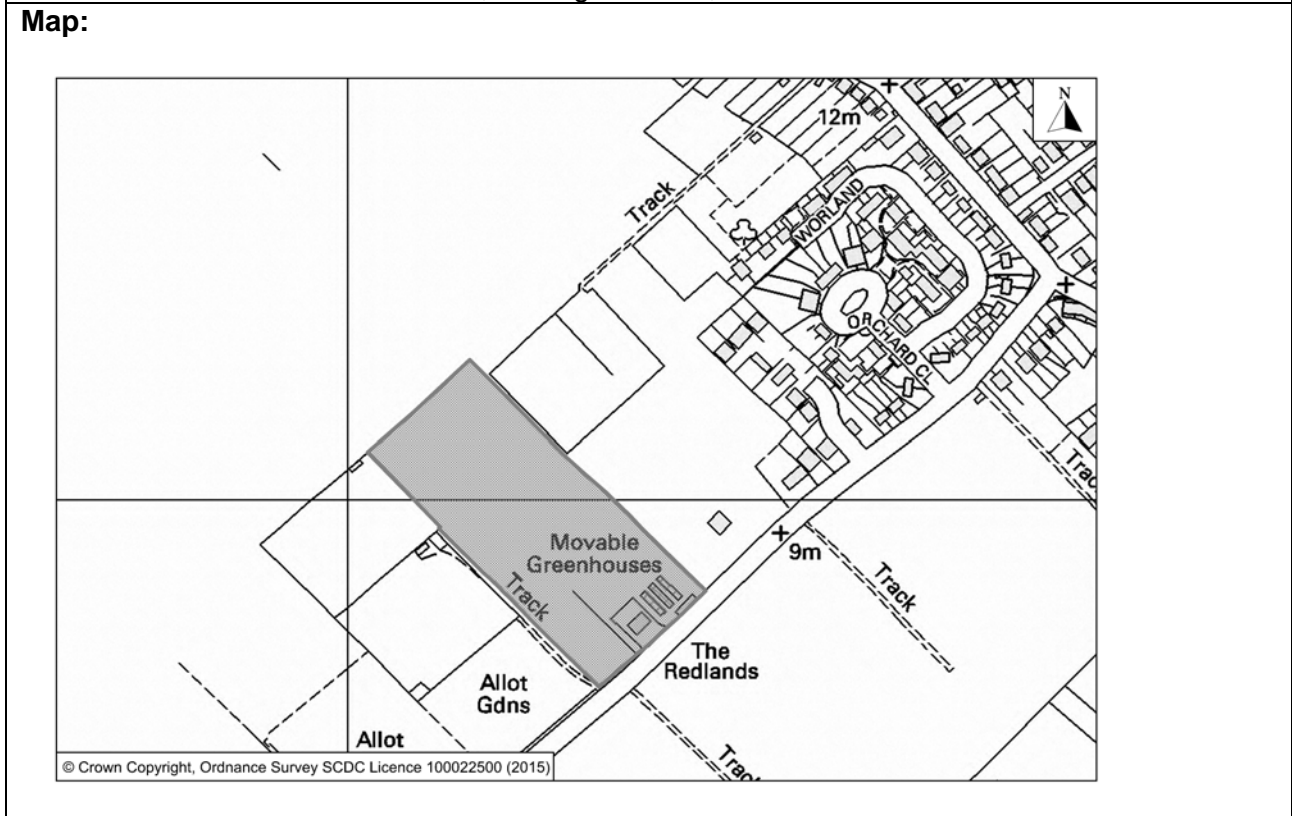
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| | the development of this site have on Green Belt purposes? | | impact on Green Belt purposes |
| Heritage | Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). 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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk.</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p>Neutral impact (existing features retained or appropriate mitigation). Assumption is standard requirements for open space would apply.</p> |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km or onsite provision</p> <p>0.5km ACF from centre of the site to Lower Cambourne Green.</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>AMBER = 400 -800m</p> <p>554m ACF from centre of the site to Lower Cambourne Green.</p> |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | <p>AMBER = No Impact</p> <p>No effect on pitch or plot provision.</p> |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | <p>A = 400 - 800m</p> <p>635m ACF to Cambourne, High Street</p> |

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| 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 585m ACF from centre of site to Monkfield Medical Centre, Cambourne. |
| 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). No facilities lost, and no new facilities proposed directly as a result of the development. |
| 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 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. Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses. |
| Employment - Accessibility | How far is the nearest main employment | | RED = >3km 3.3km ACF from centre of site to South |

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| | centre? | | Cambridgeshire 008A (Cambourne Business Park) |
| Employment - Land | Would development result in the loss of employment land, or deliver new employment land? | | A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%). Development would have a minor negative effect on employment opportunities, as a result of the loss of existing employment land. |
| 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 mains water and sewerage systems will need reinforcement to increase capacity. |
| Education Capacity | Is there sufficient education capacity? | | GREEN= Non-residential development / surplus school places. Insufficient spare school capacity but potential for improvement to meet needs. |
| Distance: Primary School | How far is the nearest primary school? | | A = 400 - 800m 637m ACF from centre of site to Monkfield Park Primary School, Cambourne. |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) 0.5km ACF from centre of site to Cambourne Village College. |
| 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)? | | AMBER = service meets requirements of high quality public transport in most but not all instances |
| 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. | | GREEN = Score 15-19 from 4 criteria below Total Score of 17 |
| Distance: bus stop / rail | | | GG = Within 400m (6) |

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| station | | | 174m to nearest bus stop ACF (Cambourne Business Park) |
| Frequency of Public Transport | | | G = 20 minute frequency (4) 20 minute service (Citi 4) |
| Public transport journey time to City Centre | | | G = 21 to 30 minutes (4) 27 Minutes (Cambourne Business Park to Cambridge, Emmanuel Street) |
| Distance for cycling to City Centre | | | A = 10km to 15 km (3) 11.36km ACF to St. Ives |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | R = >800m 11,611m ACF from centre of the site to St Neots Station. |
| 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. Minor negative effects incapable of mitigation. Capacity constraints - the A428 corridor is seriously limited in capacity between the A1 and A1198. At present there is no realistic prospect of resolving this. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC003 | |
| Consultation Reference numbers: 23 (I&O 2012) | |
| Site name/address: The Redlands, Oakington Road, Cottenham | |



Site description: This relatively contained site is located to the south west of Cottenham, slightly adrift of the edge of the village and outside the village framework. The land is currently has one residential property towards the front of the site together with buildings associated with the former market garden smallholding. The business use ceased in 1996 and the glasshouses were subsequently removed, but some outbuildings remain on the road frontage. The remainder of the site is grassland.

Note: the site has also been submitted as part of a larger site – as site 113

Current use(s): Residential and part of the site was formerly used for market gardening (ceased 1996).

Proposed use(s): Residential development

Note: the site does not adjoin the village development framework, however it adjoins another site that does and therefore assessment of this site is conditional on the adjoining site being found to have potential.

Site size (ha): South Cambridgeshire: 2.87 ha

Potential residential capacity: Site capacity 65 dwellings (30dph)

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

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| | developed land? | | |
| Agricultural Land | Would development lead to the loss of the best and most versatile agricultural land? | | AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small site but all Grade 1. |
| 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? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. |
| 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) A small part of the site was formerly used for market gardening and may have contaminated land. 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 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 | | | |

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| 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 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)? | | 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 Neutral impact (existing features retained, or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| 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) Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be |

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| | | | achieved through the development process. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on townscape character, incapable of mitigation.</p> <p>Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - incompatible with linear street pattern characteristic of approach roads into Cottenham.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). 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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site within at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| 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 Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km or onsite provision</p> <p>0.7km ACF from centre of the site to Cottenham Recreation Ground.</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>AMBER =400 -800m</p> <p>763m ACF from centre of the site to Cottenham Recreation Ground</p> |
| Gypsy & Traveller | Will it provide for the | | AMBER = No Impact |

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| | accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | R =>800m 1,107m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street. |
| 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 1,188m ACF from centre of site to the Cottenham Surgery. |
| 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). No facilities lost, and no new facilities proposed directly as a result of the development. |
| 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 Communities | How well would the development on the site integrate with existing communities? | | AMBER = Adequate scope for integration with existing communities The site does not adjoin the village development framework, however it adjoins another site that does and therefore assessment of this site is conditional on the adjoining site being found to have potential. |
| ECONOMY | | | |
| 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. |

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| | 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? | | <p>GREEN = No effect or would support the vitality and viability of existing centres</p> <p>Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses.</p> |
| Employment - Accessibility | How far is the nearest main employment centre? | | <p>RED = >3km</p> <p>4.1km ACF from centre of site to South Cambridgeshire 006D (Histon, including Vision Park)</p> |
| 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? | | <p>GREEN = Existing infrastructure likely to be sufficient</p> <p>Development can use existing capacity in utilities infrastructure. However, there is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is approaching capacity and will require investigation and possibly mitigation.</p> |
| Education Capacity | Is there sufficient education capacity? | | <p>RED = School capacity not sufficient, constraints cannot be appropriately mitigated.</p> <p>UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school. (Score changed from Green to Red.)</p> |
| Distance: Primary School | How far is the nearest primary school? | | <p>A =400 - 800m</p> <p>742m ACF from centre of site to Cottenham Primary School.</p> |
| Distance: Secondary School | How far is the nearest secondary school? | | <p>G = Within 1km (or site large enough to provide new)</p> <p>0.9km ACF from centre of site to Cottenham Village College.</p> |

TRANSPORT

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| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities.</p> |
| 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 |
| 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. | | GREEN = Score 15-19 from 4 criteria below Total score of 15. |
| Distance: bus stop / rail station | | | G = Within 600m (4) 474m ACF from the centre of the site to the nearest bus stop.) |
| Frequency of Public Transport | | | G = 20 minute frequency (4) |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 37 Minutes from Cottenham to Cambridge |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 8.55km 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 6,227m ACF from centre of the site to Waterbeach 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 No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might |

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| | | | reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | <p>AMBER = No impacts</p> <p>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.</p> |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC021 | |
| Consultation Reference numbers: 21 (I&O 2012) | |
| Site name/address: Land to the rear of 69 High Street, Cottenham | |

Map:

Site description: This relatively contained site lies to the east of Cottenham High Street, partly within and partly outside the village framework. The site comprises residential property fronting directly onto High Street and an area of lawn immediately to rear. A yard area lies behind with two large sheds together with hardstanding. An additional two smaller outbuildings are located along the southern boundary of the site. The remainder of the land to rear of the yard is informal grassland and trees, surrounded by a hedge beyond which is open countryside in agricultural use.

Current use(s): Residential property with garden, and yard with outbuildings to the rear.

Proposed use(s): 20 Dwellings

Site size (ha): South Cambridgeshire: 0.76 ha

Potential residential capacity: 21 dwellings at 30 dph

| LAND | | | |
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| PDL | Would development make use of previously developed land? | | AMBER = Partially on PDL Approximately 1/3 of the site is previously developed land - this includes a residential property on the street frontage and the yard to the rear. |
| Agricultural | Would | | GREEN = Neutral. Development would not |

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| Land | development lead to the loss of the best and most versatile agricultural land? | | affect grade 1 and 2 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? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | GREEN = No adverse effects or capable of full mitigation Development would remove various industrial / commercial type uses that creates nuisance, resulting in minor benefits in the local noise climate. |
| 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) A small part of the site was formerly used as a yard and may have contaminated land. 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 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 | | | |
| Designated Sites | 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 |

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| | nature conservation interest, and geodiversity? (Including International and locally designated sites) | | greenspace. No or negligible impacts |
| 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?) | | <p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>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.</p> |
| 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? | | <p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.</p> |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| Landscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - loss of significant green backdrop.</p> |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of | | RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. |

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| | townscape character? | | Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - backland development contrary to single depth development on this part of village, harming the historic linear settlement pattern, and would result in the loss of significant green backdrop. |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | GREEN = No impact or Minor positive impact on Green Belt purposes |
| 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)? | | <p>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</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - site is within the Conservation Area and close to several Grade II Listed Buildings along High Street. Loss of green backdrop will have a significant impact on their setting.</p> <p>UPDATE: Score changed from Amber to red as the SHLAA assessment records that it will not be possible to mitigate impacts on the historic environment.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site within at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed.</p> |
| 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 Facilities | How far is the nearest outdoor sports facilities? | | <p>AMBER = 1-3km</p> <p>1.2km ACF from centre of the site to Cottenham Recreation Ground.</p> |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | <p>RED =>800m</p> <p>1,113m ACF from centre of the site to Cottenham Recreation Ground.</p> |
| Gypsy & Traveller | Will it provide for the | | AMBER = No Impact |

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| | accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | A =400 - 800m 738m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street. |
| 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 613m ACF from centre of site to the Cottenham Surgery. |
| 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). No facilities lost, and no new facilities proposed directly as a result of the development. |
| 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 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. |

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| 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 have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses. |
| Employment - Accessibility | How far is the nearest main employment centre? | | RED = >3km 5.8km ACF from centre of 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? | | A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%). Assumption that the yard is in use for business use, which would mean that development would have a minor negative effect on employment opportunities, as a result of the loss of existing employment land. |
| Utilities | Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband? | | GREEN = Existing infrastructure likely to be sufficient Development can use existing capacity in utilities infrastructure. However, there is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is approaching capacity and will require investigation and possibly mitigation. |
| Education Capacity | Is there sufficient education capacity? | | RED = School capacity not sufficient, constraints cannot be appropriately mitigated. UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school. (Score changed from Green to Red.) |
| Distance: Primary School | How far is the nearest primary school? | | R =>800m 1,058m ACF from centre of site to Cottenham Primary School. |
| Distance: Secondary School | How far is the nearest secondary school? | | A =1 to 3 km 1.3km ACF from centre of site to Cottenham Village College. |

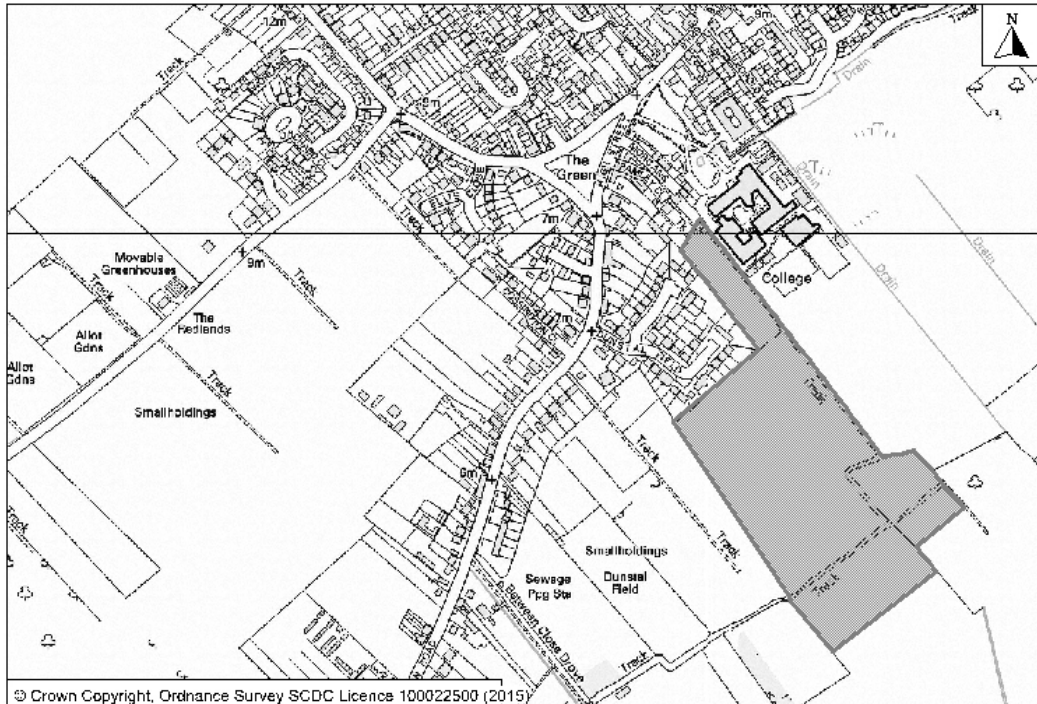
TRANSPORT

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| Cycle Routes | What type of cycle routes are accessible near to the site? | | <p>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.</p> <p>The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities.</p> |
| 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 |
| 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. | | <p>AMBER = Score 10-14 from 4 criteria below</p> <p>Total score of 14.</p> |
| Distance: bus stop / rail station | | | <p>A = Within 800m (3)</p> <p>88m ACF from the centre of the site to the nearest bus stop (X8).</p> <p>692m ACF from the centre of the site to the nearest bus stop (Citi 8).</p> |
| Frequency of Public Transport | | | <p>G = 20 minute frequency (4)</p> <p>X8 - less than hourly service.</p> <p>Citi 8 - 20 Minute Service.</p> |
| Public transport journey time to City Centre | | | <p>A = 31 to 40 minutes (3)</p> <p>X8 - 34 Minutes from Cottenham to Cambridge.</p> <p>Citi 8 - 37 Minutes from Cottenham to Cambridge.</p> |
| Distance for cycling to City Centre | | | <p>G = 5km to 10km (4)</p> <p>9.83km ACF from the centre of the site to Cambridge Market.</p> |
| Distance: Railway Station | How far is the site from an existing or proposed train | | <p>R = >800m</p> <p>5,707m ACF from centre of the site to</p> |

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| | station? | | Waterbeach Station. |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | <p>GREEN = No capacity / access constraints identified that cannot be fully mitigated</p> <p>No capacity constraints identified, safe access can be achieved. No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes.</p> |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC054 | |
| Consultation Reference numbers: | |
| Site name/address: Land at the rear of 335 High Street, Cottenham | |

Map:



Site description: The site lies adjacent to the south eastern edge of Cottenham, to the south of the Village College and to rear of residential properties on High Street and Bramley Close. The site comprises open agricultural land with minimal boundary planting, leaving the site exposed to long distance views to the south and east.

Current use(s): Agricultural

Proposed use(s): Residential development with open space.

Site size (ha): South Cambridgeshire: 10.00 ha

Potential residential capacity: 225 dwellings (30 dph)

| LAND | | | |
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| 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 | | AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small site but all Grade 1. |

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| | agricultural 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? | | GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. The northern part of the site will be immediately adjacent to Cottenham Village College & Sports Grounds and such 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 but noise not quantified and could be mitigated off site if it is an issue by s106 but requires full cooperation of College. |
| 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 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 | | | |
| 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 |

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| | interest, and geodiversity? (Including International and locally designated sites) | | No impact on protected sites and species (or impacts could be mitigated). Beach Ditch and Engine Drain County Wildlife Site lies approximately 400m to the 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 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)? | | 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 Neutral impact (existing features retained, or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE | | | |
| 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) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and adversely impact on the openness of the Green Belt in this location. |
| Townscape | Will it maintain and | | RED = Significant negative impact on |

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| | enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>townscape character, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area and Listed Buildings. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop providing a good significant sense of enclosure. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides, which is poorly related to the built form of the village in a historically sensitive location.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | RED = Significant negative impact on Green Belt purposes |
| 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)? | | <p>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</p> <p>Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop and Heritage Asset (C19 building) providing a good significant sense of enclosure. There are three Grade II Listed Buildings adjacent to the northern boundary of the site (1, 2 & 3 Elm Barns), and several Grade II Listed Buildings along High Street (331, 333, 337 & 339 High Street) and development would have a major adverse effect on their setting due to the loss of significant green rural backdrop. 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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply |
| Flood Risk | Is site within at | | GREEN = Flood Zone 1 / low risk |

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| | flood risk? | | Flood Zone 1 and no drainage issues that cannot be appropriately addressed. |
| 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 Development would create minor opportunities for new public open space as the promoter proposes recreation provision as part of the development. |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | GREEN = <1km or onsite provision Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1.2km ACF from centre of the site to Cottenham Recreation Ground. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | GREEN =<400m Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1,217m ACF from centre of the site to Cottenham Recreation Ground. |
| 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 964m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street. |
| 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 846m ACF from centre of site to Firs House Surgery, Cottenham. |
| Key Local Facilities | Will it improve quality and range of key local services and | | AMBER = No impact on facilities (or satisfactory mitigation proposed). No facilities lost, and no new facilities |

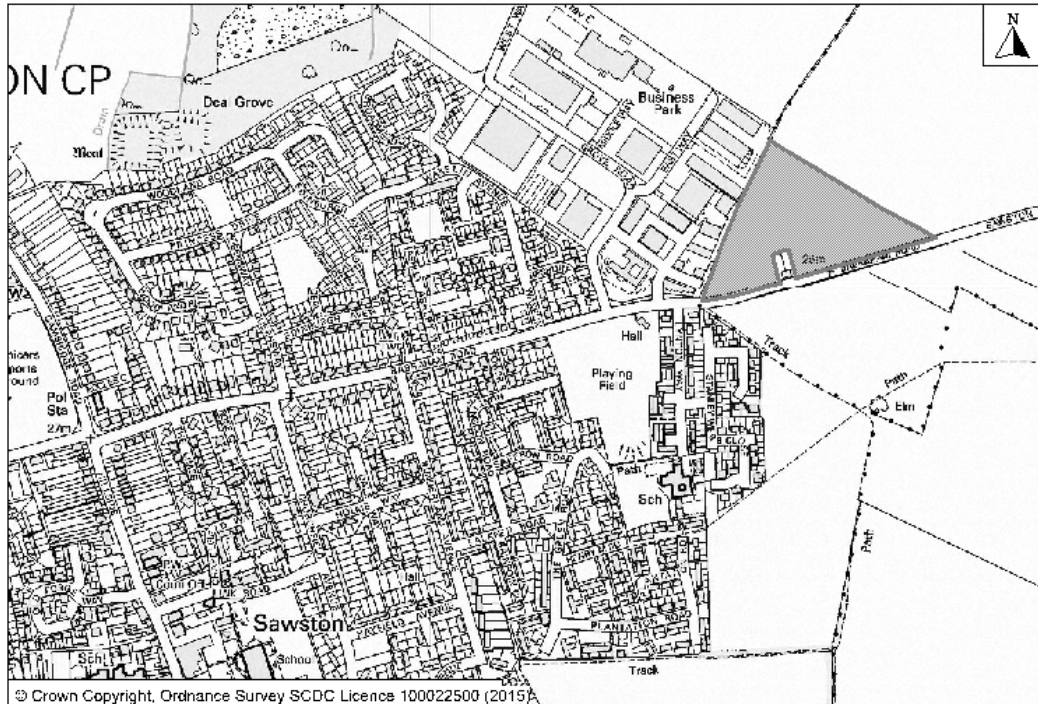
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| | facilities including health, education and leisure (shops, post offices, pubs etc?) | | proposed directly as a result of the development. |
| Community Facilities | Will it encourage and enable engagement in community activities? | | GREEN = Development 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 Communities | How well would the development on the site integrate with existing communities? | | AMBER = Adequate scope for integration with existing communities |
| 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 Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses. |
| 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 0.7km ACF from centre of site to South Cambridgeshire 011B (Fulbourn, including Capital Park, Tesco & Hospitals) |
| 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 Development would have no effect on employment land or premises. |
| Utilities | Will it improve the level of investment | | GREEN = Existing infrastructure likely to be sufficient |

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| | in key community services and infrastructure, including communications infrastructure and broadband? | | Minor Utilities Infrastructure improvements required, but constraints can be addressed. Electricity is likely to require reinforcement. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas is likely to require reinforcement. The sewerage network is approaching capacity and will require investigation and possibly mitigation. |
| Education Capacity | Is there sufficient education capacity? | | RED = School capacity not sufficient, constraints cannot be appropriately mitigated. UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school. (Score changed from Amber to Red.) |
| Distance: Primary School | How far is the nearest primary school? | | R = >800m 1,009m ACF from centre of site to Cottenham Primary School. |
| Distance: Secondary School | How far is the nearest secondary school? | | G = Within 1km (or site large enough to provide new) 0.4km ACF from centre of site to Cottenham Village College. |
| TRANSPORT | | | |
| Cycle Routes | What type of cycle routes are accessible near to the site? | | AMBER = Medium quality off-road path. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. The site should be able to connect to this route. |
| 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 |
| Sustainable Transport Score (SCDC) | Scoring mechanism has been developed to consider access to and quality of | | GREEN = Score 15-19 from 4 criteria below Total score of 15. |

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| | public transport, and cycling. Scores determined by the four criteria below. | | |
| Distance: bus stop / rail station | | | G = Within 600m (4) 466m ACF from the centre of the site to the nearest bus stop (Citi 8). |
| Frequency of Public Transport | | | G = 20 minute frequency (4) |
| Public transport journey time to City Centre | | | A = 31 to 40 minutes (3) 37 Minutes from Cottenham to Cambridge. |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 8.21km 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 5,192m ACF from centre of the site to Waterbeach Station. |
| Access | Will it provide safe access to the highway network, where there is available capacity? | | RED = Insufficient capacity / access. Negative effects incapable of appropriate mitigation. The site does not appear to have a direct link to the adopted public highway. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts |

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| Site Information | |
| Development Sequence | Rural Centre |
| Site reference number(s): SC313 | |
| Consultation Reference numbers: H6 (I&O 2013 part 2) | |
| Site name/address: Land north of Babraham Road, Sawston | |

Map:



Site description: Arable fields to the east of the village, bounded by hedges to the north with the Dales Manor Business Park beyond. Site wraps around two semi-detached residential properties fronting onto Babraham Road. Adjoins SHLAA sites 154 and 258.

Current use(s): Agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 3.64 hectares

Potential residential capacity: 80 dwellings (30 dph)

| LAND | | | |
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| 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? | | AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - Grade 2. |

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| 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? | | GREEN = Minimal, no impact, reduced impact. Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. |
| 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 is developed, as a receptor or generator (including compatibility with neighbouring uses)? | | GREEN = No adverse effects or capable of full mitigation Development compatible with neighbouring uses. |
| 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 is adjacent to an old railway line which may have contaminated land. 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. The site within Groundwater Source Protection Zone 3 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process and will mitigate any impact on groundwater. |
| BIODIVERSITY | | | |
| Designated Sites | 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 |

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| | nature conservation interest, and geodiversity? (Including International and locally designated sites) | | greenspace. No or negligible impacts. No impact on protected sites and species (or impacts could be mitigated). |
| 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. Minor positive impact as there are some opportunities for enhancement through the provision of hedgerows. |
| 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 Neutral impact (existing features retained, or appropriate mitigation possible). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. |
| 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) Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Loss of land in Green Belt would have an adverse impact on Green Belt purposes. Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Development of this site has the potential to |

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| | | | have a positive impact upon the landscape setting of Sawston provided the design makes a generous provision of land to ensure a soft green edge to the east. |
| Townscape | Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development? | | <p>GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)</p> <p>Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Adjoins industrial estate to the west.</p> |
| Green Belt | What effect would the development of this site have on Green Belt purposes? | | AMBER = negative impact on Greenbelt purposes |
| 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)? | | <p>GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting</p> <p>Neutral impact (existing features retained, or appropriate mitigation possible).</p> <p>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.</p> |
| CLIMATE CHANGE | | | |
| Renewables | Will it support the use of renewable energy resources? | | AMBER = Standard requirements for renewables would apply. |
| Flood Risk | Is site at flood risk? | | <p>GREEN = Flood Zone 1 / low risk</p> <p>Flood Zone 1 and no drainage issues that cannot be appropriately addressed</p> |
| HUMAN HEALTH AND WELL BEING | | | |
| Open Space | Will it increase the quantity and quality of publically accessible open space? | | <p>GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p>Neutral impact (existing features retained or appropriate mitigation).</p> |
| Distance: Outdoor Sport Facilities | How far is the nearest outdoor sports facilities? | | <p>GREEN = <1km or onsite provision</p> <p>0.4km ACF from centre of the site to playing field south of Babraham Road and west of</p> |

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| | | | Lynton Way, Sawston. |
| Distance: Play Facilities | How far is the nearest play space for children and teenagers? | | AMBER = 400 -800m 411m ACF from centre of the site to land east of Saffron Road, Sawston. |
| Gypsy & Traveller | Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople? | | AMBER = No Impact No effect on pitch or plot provision. |
| Distance: District or Local Centre | How far is the site from the nearest District or Local centre? | | R = >800m Beyond 1,000m from nearest centre ACF (1,175m to Sawston, High Street) |
| 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 1,761m ACF from centre of site to Sawston Medical 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). No facilities lost, and no new facilities proposed directly as a result of the development. |
| 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 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 Separated from existing residential areas by business park |
| 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. |

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| | Abbey Ward and Kings Hedges? Would allocation result in 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. Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses. |
| Employment - Accessibility | How far is the nearest main employment centre? | | AMBER = 1-3km 1.9km ACF from centre of site to South Cambridgeshire 017D (Babraham Research Campus & Wellcome Trust Genome Campus) |
| 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 Minor Utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. |
| Education Capacity | Is there sufficient education capacity? | | AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. |
| Distance: Primary School | How far is the nearest primary school? | | A = 400 - 800m 431m ACF from centre of site to Icknield Primary School, Sawston. |
| Distance: Secondary School | How far is the nearest secondary school? | | A = 1 to 3 km 1.3km ACF from centre of site to Sawston Village College. |

| TRANSPORT | | | |
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| Cycle Routes | What type of cycle routes are accessible near to the site? | | AMBER = Medium quality off-road path. |
| 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 |
| 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. | | AMBER = Score 10-14 from 4 criteria below Total Score of 12 |
| Distance: bus stop / rail station | | | R = Within 1,000m (2) 830m to nearest bus stop ACF (Sawston, Churchfield Avenue) |
| Frequency of Public Transport | | | G = 20 minute frequency (4) 20 minute service (Citi 7) |
| Public transport journey time to City Centre | | | R = 41 to 50 minutes (2) 41 Minutes (Sawston, Churchfield Avenue to Cambridge, Emmanuel Street) |
| Distance for cycling to City Centre | | | G = 5km to 10km (4) 9.56km ACF to Cambridge City Centre |
| Distance: Railway Station | How far is the site from an existing or proposed train station? | | R = >800m 3,084m ACF from centre of the site to Whittlesford 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. No capacity constraints identified, safe access can be achieved. |
| Non-Car Facilities | Will it make the transport network safer for public transport, walking or cycling facilities? | | AMBER = No impacts |