

Appendix E:

Supplement to the Sustainability Appraisal
Addendum - November 2015

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1. Introduction

- 1.1. This document follows consultation on proposed modifications to the Cambridge Local Plan and South Cambridgeshire Local Plan held between 2 December 2015 and 25 January 2016. The proposed modifications and the supporting additional evidence address the issues raised by the Inspectors holding the examinations into the Local Plans in their preliminary conclusions letter of 20 May 2015. The consultation was accompanied by a Joint Sustainability Appraisal Addendum Report (reference document RD/MC/020).
- 1.2. This document identifies the number of representations received to each section of the Sustainability Appraisal Addendum, a summary of the key issues raised, and the Councils' assessment.
- 1.3. A number of site specific comments were received to the scoring of individual criteria within site assessment proforma which were included in Annex 1 of the SAA (these are considered in Appendix 1). Where new sites or significant variations of sites have been submitted, for completeness these have been reappraised (see new site proforma in Appendix 2).

2. Sustainability Appraisal Addendum

Introduction			
Representations Received	Support: 4	Object: 3	Total: 0
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Natural England SAA provides a comprehensive assessment of the effects of the local plans with the Proposed Modifications. We are satisfied that this has been prepared in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 and the Strategic Environmental Assessment Regulations. • Historic England - We find this work comprehensive and helpful. • Support for overall conclusions of the SA Addendum. • Supports the preferred development approach in the Local Plans. <p>Object</p> <ul style="list-style-type: none"> • Seeks to justify the existing development strategy. 		
Councils' Assessment	<p>Support for the SA process undertaken noted.</p> <p>The SA appropriately considers a range of sites and strategy alternatives related to the development sequence, and provides information on the economic, social and environmental impacts of the different options. Taking account of the information provided, the reasons for the Councils preferred approach is provided.</p>		
Approach to SAA Addendum section.	No change.		

Chapter 3. Appraisal Methodology			
Representations Received	Support: 0	Object: 10	Total: 10
Main Issues	<p>Support</p> <p>Object</p> <ul style="list-style-type: none"> • Histon and Impington Parish Council site specific comments on sites in the village, particularly regarding flooding and drainage risk being understated. • The further evidence does not adequately address the issues raised by the Inspectors • Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages. • Unclear how competing issues are resolved and issues 		

	<p>weighted.</p> <ul style="list-style-type: none"> • Inaccuracies and inconsistencies in assessment of reasonable alternatives give bias to new settlements. • Site specific comments on a number of sites, questioning specific site scores, or highlighting potential to mitigate impacts. • Should have used more quantitative data • Does not adequately consider climate change
Councils' Assessment	<p>The SA methodology has been clearly set out in the SAA, and meets the requirements of the SEA regulations.</p> <p>Chapter 1 of the SAA provide clear guidance on the relationship with the SAA and previous stages of the assessment.</p> <p>Climate change has been considered appropriately in the SA. The scoping process is clear why transport issues were addressed as a separate topic, and links to climate change appropriately highlighted.</p> <p>A qualitative approach is appropriate depending on the issue being considered. It is impractical use quantitate data for all criteria at a strategic level which is appropriate to this stage of the plan making process. The SAA does not weight issues, but instead provides an objective assessment of the different sustainability impacts. The SAA also compares actual development opportunities and sites identified as available for development, reflecting the requirement only to consider reasonable alternatives.</p> <p>Comments on site specific scores are addressed to comments made on the SAA Annex 1. The assessments considered opportunities to mitigate impacts identified (See SAA section 6.5). Assumptions regarding mitigation measures are clearly stated, including stating the situation without mitigation where appropriate.</p> <p>The SAA (section 9) clearly sets out reasons for the Councils preferred approach, and the range of issues considered. This includes how the issue of Green Belt was considered. The SA process has been undertaken appropriately.</p>
Approach to SAA Addendum section.	No change.

Chapter 4. Review of Development Needs			
Representations Received	Support: 0	Object: 1	Total: 1
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Not applicable <p>Object</p> <ul style="list-style-type: none"> • Updated evidence base of which SAA is based is flawed. SA fails to provide critical analysis of this evidence. • As need is higher than in Councils evidence, there will be a need for further appraisal • Consideration may need to be given to ensuring all policies of two plans have been subject to consistent SA. • No assessment as to whether a higher housing requirement would deliver significant beneficial impacts that would support the housing-related sustainability objectives. 		
Councils' Assessment	<p>The NPPF requires Councils to plan for Objectively Assessed Needs (OAN). The Councils considered higher targets earlier in the plan making process, but determined that the OAN identified by the SHMA was the appropriate policy response. The Inspector asked Councils to review specific issues related to affordability. The evidence was prepared, and the impacts of policy changes reflecting these were subject to assessment.</p> <p>The SA consultants tested options identified by the Councils, and utilised supporting studies that had been commissioned to support the Local Plans prepared by specialist consultants. The Councils consider that the work on Objectively Assessed Needs is a sound evidence base.</p> <p>The SAA devised a joint SA framework that has been used to assess issues that are of joint issues of strategic importance. It is not necessary to use this framework to assess individual policies as these policies will not be applied jointly.</p> <p>The SA of Development Needs options has been appropriately undertaken.</p>		
Approach to SAA Addendum section.	No change.		

Chapter 5. Strategic Development Sequence			
Representations Received	Support: 0	Object: 24	Total: 24
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Not applicable <p>Object</p> <ul style="list-style-type: none"> • Concern that benefits of new settlements are under-played in the appraisal of the development sequence. • Does not acknowledge existing new settlements do not deliver policy compliant levels of affordable housing, and have higher infrastructure requirements • Employment development will focus on Cambridge • Congestion encourages more journeys to be undertaken by walking and cycling, which is more likely to occur from Edge of Cambridge (EoC) Sites. • Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages. • Inaccuracies and inconsistencies in assessment of reasonable alternatives give bias to new settlements. • Not all land at different levels of sequence has the same impacts (e.g. landscape impact, air quality). • Fails to adequately consider benefit of development at villages. 		
Councils' Assessment	<p>The appraisal of the stages of the development sequence appropriately compared the sustainability impacts of the options available, including development at villages.</p> <p>Paragraph 5.4.1 notes that because of the very broad strategic nature of the development sequence, the SA has been carried out to a broad level of detail. There are clearly site by site variations, which are reflected in the individual site assessments. The reasons for scoring are provided in the commentary.</p> <p>Housing objective is scored same for new settlements and other locations, for the reasons stated in table 5.1. Viability and Infrastructure evidence demonstrates there ability to deliver affordable housing. Access to employment is appropriately considered, highlighting that Cambridge likely to be most significant job location, but new settlements and other locations can be developed as mixed use locations providing opportunities to live and work in the same place. The Sustainable Travel objective (22) appropriately identifies the benefits and disbenefits of each location, including infrastructure requirements.</p>		

	<p>Table 5.1 highlights potential impacts of general development locations on air quality. Site specific assessments considered whether development is in or near to an AQMA, and whether development would impact on air quality / AQMA. Not as simple as saying edge of Cambridge is good, as it would introduce traffic directly into an area where air quality is an issue.</p> <p>With regard to green infrastructure, table 5.1 highlights that both urban extensions and new settlements have potential to deliver significant elements of green infrastructure. This reflects the site options considered.</p>
Approach to SAA Addendum section.	No change.

Chapter 6. Site Options			
Representations Received	Support: 0	Object: 11	Total: 11
Proposed Modification Representations Received	Support: 0 Object: 11 Total: 11		
Main Issues	<p>Support</p> <ul style="list-style-type: none"> Not applicable <p>Object</p> <ul style="list-style-type: none"> Hardwick Parish Council, Caxton Parish Council – Councils own evidence shows edge of Cambridge more sustainable and cost effective than new settlements. Bourn Airfield should score negatively on sustainable transport. Perverse assessments of North Cambourne when compared with Bourn Airfield. Failed to consider benefits of extension to existing urban area. Plan should require a Cambourne AAP to consider development of the area around Cambourne. Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages. Should compare sites without mitigation. SA does not take positive approach to looking for solutions to constraints Transport modelling which informed the SA grouped sites together, or included transport measures that were not appropriate. 		

<p>Councils' Assessment</p>	<p>Assessments of different options were made against the same set of objectives and criteria. Reasons for individual scores are provided in the commentary and the joint site assessment proforma (SAA Appendix 6).</p> <p>It is appropriate for an SA to consider opportunities for mitigation. Assumptions regarding mitigation measures are clearly stated, including stating the situation without mitigation where appropriate.</p> <p>The Assessments were appropriately informed by the Inner Green Belt Study 2015.</p> <p>Transport measures identified as potential mitigation were considered in consultation with the Local Highways Authority. Highway measures identified for individual sites were considered necessary mitigation where the sites to be developed. This reflected the approach taken in the separate Transport Report. Through that process, sites were grouped to enable appropriate modelling of strategic choices.</p> <p>Cambourne North has been considered through the plan making process but rejected due to impacts identified. Both Bourn Airfield and North Cambourne have been subject to the same site appraisal process, and included in the SAA Annex 1. The assessment of North Cambourne is considered an appropriate appraisal of the option, including applying appropriate consideration to the relationship with Cambourne, and the severance provided by the A428.</p> <p>Sites at Group Villages were not subject to assessment in the SAA as this option for allocation for growth was considered but rejected (see SAA paragraph 6.2.3.4).</p> <p>Comments on individual site scores are addressed against the comments on SAA Annex 1.</p> <p>Where variations of sites have been submitted, for completeness these have been appraised. One new site has also been tested and new site proforma created, although technically this has been submitted too late in the plan making process to be considered duly made.</p>
<p>Approach to SAA Addendum section.</p>	<p>No change.</p>

Chapter 7. Strategic Development Alternatives			
Representations Received	Support: 0	Object: 19	Total: 19
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Not applicable <p>Object</p> <ul style="list-style-type: none"> • More consistent evidence base needed to compare options on an equitable basis. • Concern that benefits of Waterbeach New Town are underplayed in the appraisal, particularly transport related. • Social and economic benefits of edge of Cambridge development dismissed. • Sites at edge of Cambridge and villages dismissed at an early stage due to Green Belt. • Should consider releasing and safeguarding green belt land for longer term. • The proportion of affordable housing provided at planned and proposed new settlements would not be 'significant'. • Should include options that consider north of Cambourne, and specific sites on the edge of Cambridge. • Many hypothetical packages available. 		
Councils' Assessment	<p>As section 7.2 states, the aim of this part of the SAA was to consider the broad strategy options, informed by the site appraisals, to provide an appropriate coverage of the broad strategic alternatives that could be delivered through strategic choices available to the Local Plans.</p> <p>The packages that have been assessed include adequate consideration of the benefits and disbenefits of new settlements, and edge of Cambridge development. It is impractical to test an infinite combination of alternative strategies. A relevant case would be the Ashdown Forest Economic Development LLP v Secretary of State for Communities and Local Government, Wealden District Council & South Downs National Park Authority [2014] EWHC 406 (Admin) (21 February 2014). The judge in this ruling stated "As to the substance of the work to be done by a local planning authority under Article 5 in identifying reasonable alternatives for environmental assessment, the necessary choices to be made are deeply enmeshed with issues of planning judgment, use of limited resources and the maintenance of a balance between the objective of putting a plan in place with reasonable speed... and the objective of gathering relevant evidence and giving careful and informed consideration to the issues to be determined. The effect of this is that the planning authority has a substantial area of discretion as to the extent of the inquiries which need to be carried out to identify the reasonable</p>		

	alternatives which should then be examined in greater detail.”
	The appraisal is considered robust.
Approach to SAA Addendum section.	No change.

Chapter 8. Green Belt in the SA			
Representations Received	Support: 1	Object: 13	Total: 14
Main Issues	<p>Support</p> <ul style="list-style-type: none"> Confirms it is valid to give weight to impact on Green Belt as appropriate SA objective <p>Object</p> <ul style="list-style-type: none"> Disagree with conclusions of the Inner Green Belt Study, therefore appraisal unsound. Green Belt was not identified as an SA objective at earlier stages After rejecting land in GB, a further stage of the assessment process should have considered whether the preferred development strategy would deliver sustainable development. Appraisal adopts broad brush approach to dismissing large areas of land due to location of Green Belt despite Inner Green Belt Study acknowledging areas which are acknowledged as contributing significantly to sustainability objectives and less to Green Belt Objectives are capable of release. Approach to Green Belt precludes proper consideration of reasonable alternatives. Report does not take into account Green Belt impacts of Transport Infrastructure needed to support new settlements. 		
Councils' Assessment	<p>Green Belt issues were identified as being within the scope of both the Cambridge and South Cambridgeshire Appraisals from the earliest stages of the SA process (the 2012 Scoping Reports).</p> <p>Chapter 8 of the SAA considers how Green Belt should be addressed in the SA, and confirms it is an appropriate Sustainability Objective to be included in the scope.</p> <p>The SAA directly compares sites in the Green Belt with sites outside the Green Belt, using the same assessment criteria.</p> <p>The Inner Green Belt Study 2015 was commissioned from specialist consultants, and is appropriately drawn on by the SAA. Issues raised with regard to this study have been considered</p>		

	<p>separately. (note decision over turned at Court of Appeal on a fact specific point and not one which alters this general principle found by the Judge at first instance).</p> <p>The impact of transport infrastructure is referred to in various places in the SA (see Table 7.2). The appraisal states that 'In order to make a full assessment it is considered necessary to assess the environmental effects of associated transport schemes when assessing options dealing with Waterbeach, (i.e. schemes on the A10 corridor) and Cambourne and Bourn Airfield (i.e. schemes on the A428 corridor). This inclusion of the effect of transport schemes as part of the assessment of local plan options is carried out on a precautionary basis since it should be noted that these transport improvements are not proposed solely because of any Local Plan allocation since they also are also considered necessary to address existing issues. They have been identified as schemes for consideration though the City Deal process. In particular, the public transport scheme between the A428 and Cambridge including new Park and Ride has been identified as a phase 1 priority. The effects of these schemes have been assessed as part of the Local Transport Plan 3 Strategic Environmental Assessment and appropriate mitigation measures suggested within that assessment.'</p> <p>The appraisal appropriately tested potential sites, including potential opportunities for mitigation, such as landscaping or green infrastructure. This was also informed by the representors submissions.</p>
Approach to SAA Addendum section.	No change.

Chapter 9. Preferred Approach			
Representations Received	Support: 0	Object: 9	Total: 9
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Not applicable <p>Object</p> <ul style="list-style-type: none"> • No information about how weighting of different issues has been applied. • Appraisal adopts broad brush approach to dismissing large areas of land due to location of Green Belt despite Inner Green Belt Study acknowledging areas which are acknowledged as contributing significantly to sustainability objectives and less to Green Belt Objectives are capable of release. • Plans don't achieve the 'right balance' across the 		

	<p>development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages.</p> <ul style="list-style-type: none"> • Balance between weighting given to sustainability and weighting given to the protection of the Green Belt should be reviewed. • Significant sustainability advantages of locating development on the edge of Cambridge have been identified and acknowledged, but then dismissed by the Council in the development strategy. Contrary to NPPF. • There are inconsistencies and disparities between the assessment of new settlements when compared to the assessment of urban fringes sites.
Councils' Assessment	<p>Following the SA/SEA process, during plan making the Councils have identified a range of options and alternatives, tested their relative merits against a set of sustainability objectives to consider the magnitude of impacts, and considered mitigation opportunities. Having considered the results of the SAA, and the range of other evidence and issues considered through the plan making process, section 9 sets out the Councils preferred approach and their reasons for choosing it. This meets the requirements of the SEA Directive.</p> <p>Options that would require Green Belt review have been appropriately compared with options outside the Green Belt, supporting the consideration required by paragraph 84 and 85 of the NPPF. The decision of the Councils regarding weight given to green belt versus other issues has been clearly explained (SAA section 9.4).</p>
Approach to SAA Addendum section.	No change.

Chapter 10. Proposed Modifications to the Plans			
Representations Received	Support: 2	Object: 7	Total: 9
Main Issues	<p>Support</p> <ul style="list-style-type: none"> • Natural England – Support for conclusions regarding ecological networks. Accept in absence of suitable alternatives for large scale development loss of best and most versatile agricultural land inevitable. Plan should include appropriate policies to seek to give preference to areas of poorer quality. • Support for conclusions regarding land south of CBC <p>Object</p> <ul style="list-style-type: none"> • Trumpington Residents Association – Potential impact 		

	<p>of Policy E1/b South of CBC on Green Belt will be more negative than states in table 10.3</p> <ul style="list-style-type: none"> Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages.
Councils' Assessment	<p>Comments regarded agricultural land are noted. The Submitted Local Plans include suitable policies to address this issue.</p> <p>The Green Belt conclusions on Land South of CBC (PM/SC/8/A - Policy E1/b) reflect the findings of the Inner Green Belt Study 2015.</p> <p>Comments regarding the balance of development are addressed under the reasons for the preferred approach (SAA section 9).</p>
Approach to SAA Addendum section.	No change.

Chapter 11. Consultation and next steps			
Representations Received	Support: 0	Object: 5	Total: 5
Main Issues	<p>Support</p> <ul style="list-style-type: none"> Not applicable <p>Object</p> <ul style="list-style-type: none"> Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages. 		
Councils' Assessment	Comments regarding the balance of development are addressed under the reasons for the preferred approach (SAA section 9).		
Approach to SAA Addendum section.	No change.		

Appendices			
Representations Received	Support: 0	Object: 4	Total: 4
Main Issues	<p>Support</p> <ul style="list-style-type: none"> Not applicable <p>Object</p> <ul style="list-style-type: none"> Coalition of Parish Councils - using the Councils own information, that edge of city sites are more sustainable and cost-effective than new settlements. New settlements will not contribute to transport objective. 		

	<ul style="list-style-type: none"> Plans don't achieve the 'right balance' across the development hierarchy. Over reliant on new settlements. Options discounted due to Green Belt on edge of Cambridge and Better Served villages. There are inconsistencies when looking at the assessment of individual urban fringe sites. Cambridge South should score less reds than South of CBC which has been included in the plan.
Councils' Assessment	The potential greater benefits of edge of Cambridge locations to some sustainability objectives are acknowledged in the review of the development sequence (SAA section 5) site assessments (Section 6 and Annex 1) and strategic alternatives (Section 7). They also highlight potential disbenefits compared with other location for some sustainability objectives. The transport benefits of edge of Cambridge are acknowledged, as are the opportunities for focused infrastructure investment provided by new settlements. Informed by this, the SAA sets out the Councils preferred approach and reasons for this (SAA Section 9).
Approach to SAA Addendum section.	No change.

Annex 1			
Representations Received	Support: 0	Object: 29	Total: 29
Main Issues	<p>Support</p> <ul style="list-style-type: none"> Not applicable <p>Object</p> <ul style="list-style-type: none"> Objection to scoring of individual criteria on the following sites: <u>Local Plan Allocations:</u> <ul style="list-style-type: none"> Bourn Airfield (Policy SS/6) - Site SC057 & 238 Land south of Addenbrooke's and southwest of Babraham Road (Policy E/1B) Fulbourn Road East (Policy E/2) - Site GB/5 / SC300 <u>Strategic / Edge of Cambridge Sites:</u> <ul style="list-style-type: none"> North Cambourne - Site SC265 Land north of Barton Road (Broad Location 2) - Site CCSC1001 Land South of Barton Road (Broad Location 1) - Site CCSC1002 Land to the south of Addenbrooke's Road, Cambridge (Broad Location 5) - Site CCSC1004 Land west of Hauxton Road, Trumpington (Broad Location 4) – SC068 Land at Fen Ditton (Broad Location 9) - Site 		

	<p>CCSC1006</p> <ul style="list-style-type: none"> Land east of Horningsea Road, Fen Ditton (Broad Location 9) - Site SC036 <p><u>Sites at Rural Centres:</u></p> <ul style="list-style-type: none"> Land south of Great Shelford Caravan and Camping Club, Cambridge Road, Great Shelford - Site SC188 Land to the north of Mingle Lane and east of Hinton, Great Shelford– Sites SC207 & SC212 Impington Lane, Histon - Site SC114 Buxhall Farm, Histon - Site SC133 Land west of 113 Cottenham Road, Histon - Site SC306 <p><u>Sites at Minor Rural Centres:</u></p> <ul style="list-style-type: none"> Land north of Elbourn Way, Bassingbourn - Site SC 219 Land East of Bush Close, Comberton - Site SC255 <ul style="list-style-type: none"> New sites or significant variations to (with new site proforma): <ul style="list-style-type: none"> Land South of Worts' Causeway (Policy GB2) – slightly revised boundary to include Newbury Farm - Site CC929a Cambridge South East - Land west of Limekiln Road and Cherry Hinton Road (Broad Location 7) - Site CCSC1005a – Revision to CCSC1005 / smaller site Grange Farm (Broad Location 1) - smaller development area - Site CC916a Land North of Barton Road (Broad Location 2) and Grange Farm (Broad Location 1) – Site CCSC1001a Land north of Babraham Road, Sawston (Policy H/1b) – increased development - Site SC313a New site - Land at Hallmark Hotel, Bar Hill – Site SC340 Land at Fulbourn Old Drift (south of Cambridge Road and north of Shelford Road), Fulbourn – smaller site - Site SC037a Land north of Cambridge Road, Fulbourn – employment use - Site SC038a Land west of A10, Milton – employment use – Site SC327a Land South of Hale Road, Swavesey – smaller site – Site SCC071a Land east of Cherry Hinton Road, Teversham – revised boundary – Site SC098a Land south of Bourn Bridge Road, Little Abington – smaller site – Site SC025a Object to non-appraisal of Land off Highfields Road,
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	Caldecote due to Group village status.
Councils' Assessment	<p>Comments relating to the scoring of individual criteria of specific sites have been considered (in Appendix 1). In a small number of cases some minor amendments are proposed to either the criterion score and/or the accompanying descriptive wording in the site assessment proforma.</p> <p>Where representors have proposed new sites or significant variations to sites the Councils have prepared new site proforma (see Appendix 2). This includes a site assessment of the amended Cambridge Local Plan Policy GB2, to incorporate a small parcel of land at Newbury Farm. This did not change the site scoring compared to the original GB2 proforma. The wording of the policy is not proposed to be changed other than the site area.</p>
Approach to SAA Addendum section.	<p>Make the stated revisions to the site assessment proforma and include new site proforma within the Councils' Sustainability Appraisals.</p> <p>Include a new proposed modification to the Cambridge Local Plan, to include a small parcel of land at Newbury Farm within site allocation GB2 (Mod reference PM/CC/B/B).</p>

Appendix 1 Councils' assessment of objections to scoring of individual criteria for specific sites

Local Plan Allocations:

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Bourn Airfield (SC057 & 237) The Taylor Family & Countryside Properties (UK) Ltd (Andrew Martin Planning Ltd) Rep 65828	Agricultural land – representor considers it is incorrect to say the majority of the site is grade 2. Survey work undertaken confirmed that only 7% of the site was grade 2.	Agricultural land scores Red (loss 20 ha or more of grades 1 and 2 land). Acknowledge the promoter has undertaken a survey which shows a smaller area falls within grades 1 and 2 which would reduce the score from Red to Amber. Criteria based on consistent Councils information. No change to score.	Amend site assessment Agricultural Land wording to note promoter's study.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land south of Addenbrooke's and southwest of Babraham Road (Policy E/1B) Trumpington Residents Association Rep 65371	Green Belt - Distances from historic core irrelevant. Site would be incursion beyond the otherwise consistent boundary which follows the well established natural line of a watercourse and cycle path/footpath. It would produce an angular edge to the City rather than creating a soft edge as the Study argues. Buildings on the site would be visible from White Hill and Magog Down.	The Inner Green Belt Study 2015 identified potential for limited development (in Sector 10) on the northern and eastern parts, if well planned and designed. It also stated the new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.	No change.
	Landscape - development would have a significant negative impact on the local landscape.	Score of Amber for the revised E1/B site boundary reflects the results of Inner Green Belt study 2015.	
	Heritage - ignores the highly detrimental impact on the Nine Wells nature reserve, an important environmental and historic resource.	Nine Wells is not designated a heritage site, therefore it is not a heritage issue. Impacts are considered under Designated Sites which scores Amber, and mitigation will be required.	

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>Fulbourn Road East – Policy E/2 (GB/5) (SC300)</p> <p>Commercial Estates Group (Nathaniel Litchfield & Partners)</p> <p>Rep 66023</p>	Air Quality & Pollution should score Green – suitable controls can be put in place to ensure mitigation. Land uses will be in similar use classes. Larger site makes better use of land on edge of City and helps minimise car trips.	Air Quality & Pollution score Amber, which recognises the impacts from existing / proposed commercial uses, which can be mitigated. With a larger site there will be similar commercial uses and therefore impacts. Possibility of more impacts from additional traffic.	No change.
	Designated Sites should score Green – can provide enhancement in variety & quality of habitats & Green Infrastructure links.	Designated Sites scores Amber – this recognises there are designated sites nearby which may be impacted upon, but that these impacts are mitigatable. Green Infrastructure is a separate consideration / score, which scores Green in recognition of proposed improvements.	

Strategic / Edge Cambridge Sites:

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>North Cambourne (SC265)</p> <p>(Comparison with Bourn Airfield (SC057 & SC238))</p> <p>Martin Grant Homes & Harcourt Developments (UK) Ltd (Savills)</p> <p>Rep 66038</p>	Pollution should score Amber. North Cambourne is an enlarged settlement so more journeys will be by foot / cycle to facilities in Cambourne. Should be green but for being close to commercial uses and a motorcross - these can be mitigated.	Pollution scores Red. Acknowledge the promoter proposes to relocate motorcross which would improve the score from Red to Amber. No change to score.	Amend site assessment Pollution wording to note the intention to move the motorcross.
	Landscape description reads as Amber. Promoter proposes space for country park to mitigate impacts. Should score Green or at worst Amber.	Landscape scores Red – which reflects the elevation and open character of the site. Development would urbanise the rural approach to Knapwell and swamp the village.	No change.
	Climate Change should score Green, consistent with Bourn Airfield. Similar scale of development.	Climate Change scores Amber. Acknowledge the scale of development is similar to Bourn Airfield which has been scored Green. The promoters of Bourn Airfield stated they would deliver additional opportunities for renewable energy, hence the difference in score.	No change.

	Open Space should score GG to reflect the greater opportunities.	Open Space scores Green - consistent with other sites.	No change.
	Access to services & facilities – both sites rated the same but site has better access / integration to Cambourne.	Access to services & facilities – both sites will provide new services & facilities and have access to Cambourne.	No change.
	Integration should score Green, the same as Bourn Airfield. Site will integrate with Cambourne. Bourn Airfield scores Green yet a stand alone settlement.	Integration scores Red – despite proposed new green bridges across the A428, the trunk road still forms a (real and perceived) separation from Cambourne.	No change.
	Economy should score the same as Bourn Airfield (GG). Whilst site does not propose commercial uses, it has potential and has synergies with Cambourne.	Economy scores Green. The promoter does not propose employment on site. The Employment Accessibility criterion considers links to other employment sites.	No change.
	Education should score Green, the same as Bourn Airfield. The development will include a secondary school on site. Bourn Airfield promoters have not confirmed provision (which would take land away from other uses).	Education scores Amber. Acknowledge the promoter's intention to provide a secondary school on site, which would change the score from Amber to Green. No change to score.	Amend site assessment Education wording to record the intention to provide a secondary school on site.
	Transport should score similar to Bourn Airfield. Scores fail to recognise provision of Park & Ride, which would make the site better than Bourn Airfield.	Sustainable Transport scores are only 1 point different, which reflects the greater distance to Cambridge from Cambourne North. The assessments consistently reflect the relative opportunities of the two sites to connect into, and benefit from, the transport improvements proposed.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land north of Barton Road (Broad Location 2): CCSC1001) North BRLOG (Bidwells) Rep 66190, 66222	Cycle Routes score should be Green. Southern section of the site connects to an off-road (i.e. traffic free) shared use unsegregated cycle / pedestrian path along Barton Road (1.75m width) and can access residential streets with a	Cycle Routes scores Amber although it would currently score Red (was updated from Red). There are space constraints to delivering substantial improvements on Barton Road. However there is potential for cycle access via quiet residential streets, as shown on the	Amend site assessment Cycle Routes score from Amber to Green.

	20mph speed limit.	Cambridge Cycle Map. The score should be revised from Amber to Green.	
	<p>Frequency of public transport – potential to improve bus routes means it should have scored higher.</p> <p>Accessible to a 20 minute frequency service via access to Grange Farm site and Uni4 route.</p>	<p>Frequency of Public Transport scores Amber (30 minute frequency).</p> <p>HQPT score was updated from Red to Amber in recognition of the possibility of securing more frequent services, but unlikely to meet HQPT.</p> <p>Amend the Frequency of Public Transport wording to record that it may be possible to improve frequency to 20 minutes which would change the score from Amber to Green. No change to score.</p>	<p>Amend site assessment Frequency of Public Transport wording to note that the site may be able to achieve a 20 minute frequency.</p>
	Site would include strategic landscaping and other landscape enhancement measures, alongside open space and recreation facilities. A wildlife reserve and country park would be provided as part of the Site to enhance ecology.	<p>Biodiversity scores Amber due to existing features.</p> <p>Green Infrastructure scores Green in recognition of the provision of 72ha. public open space and new habitat.</p>	No change.
	The Site would have no significant effect on the purposes of the Green Belt, as it has only a localised effect on the setting of the City and would not lead to coalescence with outlying villages.	Green Belt scores RR – any development would be detrimental to setting of City and obstruct key views. Appropriately reflects findings in the Inner Green Belt Study 2015.	No change.
	Any development on the Site would not be at risk of flooding or cause increased flood risk to others.	Flood risk scores Amber - recognising the existing risks affecting the site, but which can be mitigated.	No change.
	Areas of greatest archaeological potential are outside or on the northern and western edges of the site. Any development would avoid such area. No archaeological constraints to the principle of development.	Heritage scores Amber. This score recognises previous finds in the area and seeks assessment to inform planning application and ensure appropriate mitigation.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>South of Barton Road (Broad Location 1) (CCSC1002)</p> <p>South BRLOG (Bidwells)</p> <p>Rep 66156</p>	The air quality, noise and pollution matters do need to be investigated further, but built development at the Site would be located away from the M11.	<p>Air Quality scores Red as the site is within 1,000m to M11. Acknowledge the promoter intends to locate development away from the M11, which could reduce the score from Red to Amber. No change to score.</p> <p>Noise scores Amber due to traffic on M11 & Barton Road, from Laundry Farm and the Animal Breeding Centre.</p> <p>The site assessment recognises it is possible to mitigate Air Quality, noise and pollution impacts.</p>	Amend site assessment Air Quality wording to record that development would be restricted close to the M11.
	Initial ecological surveys of the Site have been undertaken, and the existing features would be retained and enhanced within the proposed development.	Ecology scores Amber, which recognises that development could mitigate impacts. Development located away from the M11 would avoid harm to CWS.	No change.
	The landscape, townscape and Green Belt impacts could be addressed through strategic landscaping and green infrastructure measures.	Landscape & Townscape both score Red and Green Belt scores Red Red, in recognition of the rural character of the landscape and importance for the setting of the City.	No change.
	The Site would be well-related to the employment and research facilities at West Cambridge and at Addenbrookes/Cambridge Biomedical Campus once the planned Western Orbital Route is delivered.	Employment Accessibility scores Green.	No change.
	The Site is located adjacent to existing cycle and bus routes, and the proposed development is capable of delivering improvements to public transport and cycling facilities.	<p>Cycle Routes scores Amber due to the medium quality path available, although it recognises there is potential for improvement</p> <p>HQPT score was updated from Red to Amber to reflect the site could improve services to 20 minute frequency.</p>	No change.

	Development would provide new local and community facilities and connect with existing and planned services and facilities in neighbouring areas and City Centre, making it more likely that residents would use non-car modes of transport.	Key Local Facilities scores Green, reflecting that new or improved facilities are proposed. Sustainable Transport scores GG, recognising the opportunities for non-car modes.	No change.
	The planned City Deal projects in the vicinity of the Site have not been included within the assessment process. Site would derive sustainability benefits from the Western Orbital Route projects.	Allowance has been made for City Deal within the site assessments. However, the Barton Road corridor has less scope than others for substantial improvement for cycle and public transport.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land to the south of Addenbrooke's Road, Cambridge (Developer Proposal) (Broad Location 5) (CCSC1004) Pigeon Land & LIH (Code) Reps 65411, 65569	Air Quality should score Green – edge of Cambridge location, with greater opportunities for modal shift.	Air Quality – score of Amber consistent with other sites of this size and location.	No change.
	AQMA should score Amber – built development will be restricted within 1,000m of the M11.	AQMA scores Red. Acknowledge the promoter's intentions to restrict development within 1,000m of the AQMA, which would improve the score from Red to Amber. No change to score.	Amend site assessment AQMA wording to record promoter's intention to avoid built development within 1,000m of the AQMA.
	Landscape should score Amber – opportunity to create a soft edge to River Cam, M11 & Hauxton Road. No development will be on the higher ground.	Landscape scores Red – this is a large, open and visible site. It will not be possible to mitigate the impacts of development to avoid significant impact.	No change.
	Townscape should score Green – opportunity to create a soft green edge. No development will be on the higher ground. Can be compatible with local townscape character.	Townscape scores Red – due to impacts on the setting of the City, despite avoiding development on the higher ground.	No change.
	Green Belt should score Amber – land is not the same importance across the whole site. Masterplan can take account of GB purposes, coalescence, etc. Can create a positive green approach.	Green Belt scores Red – Inner Green Belt Study 2015 states that there should be no release in this sector. Development would impact on openness and coalescence.	No change.

	Cycle Routes should score Green – there has been an underestimation of good routes nearby and the possibility of upgrade.	Cycle Routes would currently score Red but the assessment acknowledges improvements can be made, therefore the score is Amber.	No change.
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Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land west of Hauxton Road, Trumpington (Developer Proposal) (Broad Location 4) (SC068) Grosvenor Developments Ltd and USS (Savills) Rep 66117	AQMA should score Green – nearest AQMA is within City or A14. Illogical as proximity to M11 duplicates Air Quality criteria.	AQMA scores Red – Site is adjacent to the M11. Consistent with approach to other sites adjacent to A14 or M11, and appropriately described in the setting criteria.	No change.
	Landscape should score Amber – there are no distinctive qualities and/or important views identified in the Green Belt study.	Landscape and Townscape score Red – Trumpington Meadows has formed a new edge with green foreground. There may be a need for noise mitigation measures – detrimental impact. Development would block views to the City. Negative impacts on Green Belt purposes.	No change.
	Townscape should score Amber – there is no negative impact. Inconsistent approach to other areas (within proximity to roads).		
	Green Belt should score Amber – critique of GB study (within other reps).	Green Belt scores RR – it is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. Encroachment onto the River Cam green corridor. Appropriately reflects findings of Inner Green Belt Study 2015.	No change.
	Renewables should score Green – the policy requires renewables.	Renewables scores Amber – standard score.	No change.
	Utilities should score Green – some upgrades are required, but not considered to be significant.	Utilities scores Amber – which reflects the advice received from the utility companies.	No change.
	Cycle Routes should score GG – possible to use quiet residential streets to access the guided busway.	Cycle Routes scores Green – which acknowledges that links could be made to the guided busway. However, there are poor connections via Trumpington.	No change.
	HQPT should score Green – site is within 400m of Park & Ride.	HQPT scores Amber – Park & Ride service does not continue into the evening and therefore does not meet definition of HQPT.	No change.

	Access should score Green - access can be achieved via Trumpington Meadows.	Access scores Amber – which recognises there will still be significant pressure on roads in this area.	No change.
	Non car facilities should score Green – easy access to bus and cycle facilities.	Non car facilities scores Amber – which reflects the Cycle Routes and HQPT scores. Poor cycle connections via Trumpington and no HQPT.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land at Fen Ditton (Broad Location 9) (CCSC1006) The Quay Estate (Carter Jonas) Rep 65948	AQMA should score Amber – the parcels of land under consideration not adjacent to A14.	AQMA scores Red as the larger site boundary is adjacent to A14. Acknowledge the promoter is proposing a smaller area, which is not adjacent to but is within 1,000m of the AQMA, which would change the score from Red to Amber. No change to score.	Amend site assessment AQMA wording to record that development would not be adjacent to the A14, but within 1,000m.
	Land Contamination should score Green – agricultural land and the old railway is not within smaller parcel of land.	Land Contamination scores Amber. Acknowledge that the railway crossing is not within the smaller site, which would change the score from Amber to Green. No change to score.	Amend site assessment Land contamination wording to record that the railway crossing is not within the smaller area.
	Biodiversity should score Green - drains, hedges and field margins are likely to remain. New development is likely to introduce new habitats and opportunities that will enhance the biodiversity value of the Site.	Biodiversity scores Amber – reflects existing features but that the impacts of development are mitigatable. Consistent approach with other sites.	No change.
	Landscape should score Green - consistency with larger developments.	Landscape and Townscape both score Red – this reflects the specific sensitivities of this location.	No change.
	Townscape should score Amber or Green		

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>Land east of Horningsea Road, Fen Ditton (Broad Location 9) (SC036)</p> <p>Ely Diocesan Board of Finance (Carter Jonas)</p> <p>Rep 66120</p>	<p>Landscape, townscape, heritage and Green Belt impacts could be addressed through strategic landscaping and green infrastructure measures.</p>	<p>Landscape and Townscape impacts score Red, Green Belt scores Red Red (Heritage scores Red) – in recognition of the importance of this land to the separation of the village from Cambridge and for the setting of the City and rural setting and dispersed linear character of Fen Ditton. Appropriately reflects findings in the Inner Green Belt Study 2015.</p>	No change.

Sites at Rural Centres:

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>Land south of Great Shelford Caravan and Camping Club, Cambridge Road, Great Shelford (SC188)</p> <p>Shelford Investments Ltd (Carter Jonas LLP)</p> <p>Rep 66159, 66165</p>	<p>The site is not part of the wider landscape but is related to the urban area. Land to north released from the Green Belt and is currently being developed.</p> <p>Development would have no adverse impact on the compactness or setting of Cambridge and would not lead to merging of villages</p> <p>Landscape improvements could be undertaken to protect the special character of Cambridge and its setting.</p> <p>Green Belt scored Amber, making it a candidate for Green Belt release.</p>	<p>Landscape scores Amber – development would result in further encroachment of the built area into the transitional area of enclosed fields that provide a softer edge to the village.</p> <p>Townscape scores Red – would create development contrary to the ribbon development character of this part of the village.</p> <p>Green Belt scores Amber. Inner Green Belt Study 2015 refers to a lack of a strong landscape structure and increased risk of urban sprawl if development is extended into sub area 9.1 in the future. Development would reduce separation between the City and Great Shelford and affect a key approach into City. No release should be contemplated in this area.</p>	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land to the north of Mingle Lane and east of Hinton Way, Great Shelford (SC207 & SC212) Scott Properties (Barton Wilmore) Rep 65991	Promoter submitted a Stage 1 Development Framework and Vision document for a site which comprises sites SC207 & SC212 combined.	The original site assessments score red for Landscape, Townscape, Green Belt, Integration with Existing Communities and Access, which makes them unsuitable for further consideration.	No action.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land north of Impington Lane, Impington (SC114) Histon & Impington Parish Council Rep 66188	Misclassification - exactly the same description of flood risk as site SC112, though it is to the east of it.	For sites SC112 & SC114 Flood Risk scores Green. The originally submitted SHLAA sites (SC112 and SC114) were both much larger and wrapped around the back of Merrington Place, where land is within FZ2 & 3. Smaller sites were allocated.	Amend site assessments Flood Risk wording to reflect the smaller allocation.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Buxhall Farm (SC133) Histon & Impington Parish Council Rep 66187	Misinformation about the Proposed Use. Discussion with the applicant (Cambridgeshire County Council) confirmed the intended development, would solely be housing, and possibly a primary school - but none of the other uses suggested.	Site assessment was based on information provided by promoter at the time, which is reflected in the SHLAA. Potential Residential Capacity reflected constraints – 187 dwellings. If the promoter did not provide wider facilities and services, the Key Local Facilities and Community Facilities criteria may have scored Amber rather than Green.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land west of 113 Cottenham Road, Histon (SC306) Mr C Meadows (Carter Jonas) Rep 65859	Woodland area on western part of site would be retained. Development would not be visible from surrounding landscape.	Landscape scores Amber – as the site is still exposed to wider countryside, to north west.	No change.
	Site makes a limited contribution to purposes of Green Belt. Scored Amber. Landscape improvements would protect the factors that define the special character of Cambridge and its setting.	Green Belt scores Amber – reflects the fact that land is within the Green Belt, but does not have a significant impact on it.	No change.
	Possible to create a new access if the existing dwelling is demolished, with the existing access retained and upgraded to provide a pedestrian and secondary access.	Access scores Red – which is based on the track being unsuitable. Acknowledge that the promoter is proposing access via demolition of a property (although the site boundary does not include any property), which would change the score from Red to Amber. No change to score.	Amend site assessments Access wording to reflect that access may be possible (subject to further investigation).

Sites at Minor Rural Centres:

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land north of Elbourn Way, Bassingbourn (SC219) Mr Roger Warboys (Carter Jonas) Rep 65871	Assessment concludes development would have a significant negative impact on historic assets that are incapable of satisfactory mitigation. We disagree. The impact could be addressed through careful design and layout of development with additional landscaping to minimise visual impacts.	Heritage scores Red – due to significant negative impacts on the settings of Listed Buildings, Conservation Area and earthwork remnants of a moat, which it is not possible to mitigate.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land East of Bush Close, Comberton (SC255)	Biodiversity low - would add planting and native landscaping.	Biodiversity scores Amber - reflecting there are existing features but assumes neutral impact overall. Consistent approach.	No change.
Hopkins Homes Rep 66084	Negative impact on Green Belt purposes - enclosure and by existing development and boundary planting neutralises impact. No encroachment towards city.	Green Belt scores Amber – reflects the fact that land is within Green Belt, but that it does not have a significant impact on it.	No change.
	Distances to GP, City centre and employment misleading.	Distances to facilities and services and schools – consistent approach across all site assessments.	No change.
	Schools - will help internalise trips within village.		
	Transport - no cycle lanes is common. Public transport to city / employment etc. Safe highway access & good access to strategic routes. Fronts byway 7.	Cycle Routes scores Red – reflecting the lack of provision. Public Transport – scores reflect existing poor provision. Access scores Red – as it is not possible to provide safe access to site.	No change.
	Drainage & infrastructure - can be addressed.	Flood Risk & Utilities score Green.	

New sites or significant variations to sites (with new site proforma)

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land south of Wort's Causeway (GB2) (CC929a) Cambridgeshire County Council Rep 66227	It is the County's wish and intent to include the 0.9ha farmstead (Newbury Farm) in any master planning exercise for GB1 and GB2 so that the farmstead may, when available, be fully integrated into the development.	New site assessment undertaken to include Newbury Farm. Minor difference with the original site assessment. Redevelopment of the farm removes a potential source of noise, although this does not change the overall Pollution score.	A new Modification is proposed to include Newbury Farm within GB2 (PM/CC/B/B)

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
<p>Cambridge South East - Land west of Limekiln Road and Cherry Hinton Road (Broad Location 7) (CCSC1005a)</p> <p>Commercial Estates Group (Nathaniel Lichfield & Partners)</p> <p>Rep 66022</p> <p>Cambridgeshire County Council (Strategic Assets Team) (Carter Jonas)</p> <p>Rep 66127</p>	Representors propose a smaller site 1,300 houses, primary school, local centre & associated works.	New site assessment undertaken on smaller site.	
	Agricultural Land score should change to Amber as it is a smaller site.	Agricultural Land scores Red – the site contains 25ha. grade 2 land, a significant loss.	No change.
	Air quality, noise and pollution matters need to be investigated in more detail, but development could be separated from the source of these pollutants.	Air Quality scores Amber – due to traffic and static emissions. Impacts are mitigatable.	No change.
	Air Quality should change to Amber – smaller site does not require major link road through the site.	Pollution scores Amber – noise from roads and farms (if they remain). Impacts are mitigatable.	
	Existing nature conservation interest at the site and in surrounding area would be protected, retained and enhanced as part of development.	Designated Sites & Biodiversity both score Amber – which reflects that there are several designated areas in the vicinity, but that it should be possible to mitigate impacts. Consistent approach with other sites of this nature.	No change.
	Biodiversity should score green – ecological surveys will be undertaken prior to development – full mitigation / enhancement.		
	Landscape should change to Amber – the site is situated on low lying / less sensitive areas adjacent to urban area	Landscape and Townscape score Red due to the importance of this land as supportive landscape which should be kept largely open. Development would interrupt key views to the historic core and setting of the City from the west and south.	No change.
	Townscape should score Green – as the site will be an extension of the urban area of Cambridge in area of poor townscape quality. Would improve approach to City.		
	Green Belt should score Amber – Inner Green Belt Study 2015 states that a small scale release of land not extending up slopes of Gogs is appropriate.	Green Belt scores Red Red – based on the findings of the Inner Green Belt Study 2015. The site extends across a wider area than referred to in the Green Belt Study, and encroaches onto land which is of significance to the setting of the City.	No change.
	Impact on archaeological interest at the site and in the surrounding area can	Archaeology scores Amber – which reflects the need for a predevelopment	No change.

	be addressed through a programme of archaeological works prior to development.	survey to be undertaken.	
	Flood Risk should score Green as the site is within Flood Zone 1 and not at risk of flooding. Mitigation measures can be provided to address surface water drainage impacts on the surrounding area.	Flood Risk scores Amber – as it is a significant site for surface water flooding. Could offer benefits depending on densities and Green Infrastructure.	No change.
	Education –a primary school proposed.	Education scores Amber as the site does not address impact on Secondary education.	No change.
	Site accessible by public transport and cycling, and development at the site would provide improvements to public transport including a link to Park & Ride site, and to nearby walking and cycling facilities. Frequency of Public Transport should score GG.	Frequency of Public Transport scores Green. Only parts of the site have access to HQPT. Park & Ride services do not meet HQPT (no evening service). At best the site itself will achieve a 20 minute frequency. Improvements in walking and cycling opportunities will be required.	No change.
	Access should score Green as a link road is not required. The development of a traffic calmed environment would ensure effects minimised.	Access scores Amber reflecting the significant congestion that already occurs in the vicinity of the site, the scale of development and the need for appropriate mitigation.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Grange Farm (Broad Location 1) (CC916a)	Residential development on eastern part of the site whilst western part will provide scope for structural landscaping.	New site assessment undertaken for smaller development area (Part A).	
St John's College (Savills) Rep 66036	Green Belt should score Amber. Landscape and visual Assessment of the Grange Farm site and review of Cambridge Inner Green Belt Study submitted with rep.	Green Belt scores Red Red – which reflects the importance of this area to the setting the western part of the City, including through the retention of open countryside close to the centre of the City and prevents sprawl to the M11. Appropriately reflects findings in the Inner Green Belt Study 2015.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land North of Barton Road (Broad Location 2) and Grange Farm (Broad Location 1) (CCSC1001a) North BRLOG (Bidwells) Rep 66190	A coordinated development comprising Land North of Barton Road and Grange Farm.	New site assessment undertaken for combined site. Site assessment scores red for Air Quality, AQMA, Landscape, Townscape, and Green Belt scores Red Red.	No action.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land north of Babraham Road, Sawston (Policy H/1b) (SC313a) Hill Residential Rep 65498	An increase in the housing allocation on site H1:b from 80 dwellings to 120 dwellings.	New site assessment undertaken for increased development on the site, which did not result in any changes to the scores.	No action.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land at Hallmark Hotel, Bar Hill (SC340) Hallmark Hotels Rep 65975	New site at Bar Hill	New site assessment undertaken. Site assessment scores red for Air Quality, AQMA, Pollution, Integration with Existing Communities.	No action.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land at Fulbourn Old Drift (south of Cambridge Road (Part of SC037) and north of Shelford Road) Fulbourn (SC038) (SC037a) Ely Diocesan Board of Finance, (Bidwells) Rep 66118	Built development should be located towards the edge of Fulbourn on site 037. The landscape, townscape, heritage and Green Belt impacts could be addressed through strategic landscaping and green infrastructure measures, and through careful design and layout.	New site assessment undertaken for the smaller site (SC037). (No change proposed to Site 038) Landscape, Townscape, Green Belt and Heritage all score Red – in recognition of the importance of this land to the setting of the City, Fulbourn village and two Conservation Areas, as well as for the avoidance of coalescence. Appropriately reflects findings in the Inner Green Belt Study 2015.	 No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land north of Cambridge Road, Fulbourn (SC038a)	Site is now promoted for employment development for office and research and development uses as an extension to Capital Park.	New site assessment undertaken for employment uses.	
Ely Diocesan Board of Finance, (Bidwells) Rep 66118	Landscape, townscape, and Green Belt impacts could be addressed through strategic landscaping and green infrastructure measures.	Landscape, Townscape and Green Belt all score Red, Heritage scores Amber - in recognition of the importance of this land in ensuring the separation of the City and Fulbourn, as well as the setting of the Fulbourn Hospital Conservation Area. Appropriately reflects findings in the Inner Green Belt Study 2015, which identified there should be no Green Belt release in this sub area.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land west of A10, Milton ((SC327a)	Site is now promoted for employment/sui generis uses.	New site assessment undertaken for employment uses.	
Ely Diocesan Board of Finance, (Bidwells) Rep 66119	Landscape, Townscape, and Green Belt impacts could be addressed through strategic landscaping and green infrastructure measures.	Landscape, Townscape, and Green Belt score Red as development would have a significant adverse impact on the landscape and townscape of this area, as it would result in considerable encroachment of built development into the open farmland to the west of the village.	No change.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land South of Hale Road, Swavesey (SC071a) Laragh homes Reps 66058-9	Suggested developing part of the site (Part A).	New site assessment undertaken for the smaller site (part of site 071). Site assessment scores red for Landscape, Townscape, Flood Risk and Integration with Existing Communities.	No action.

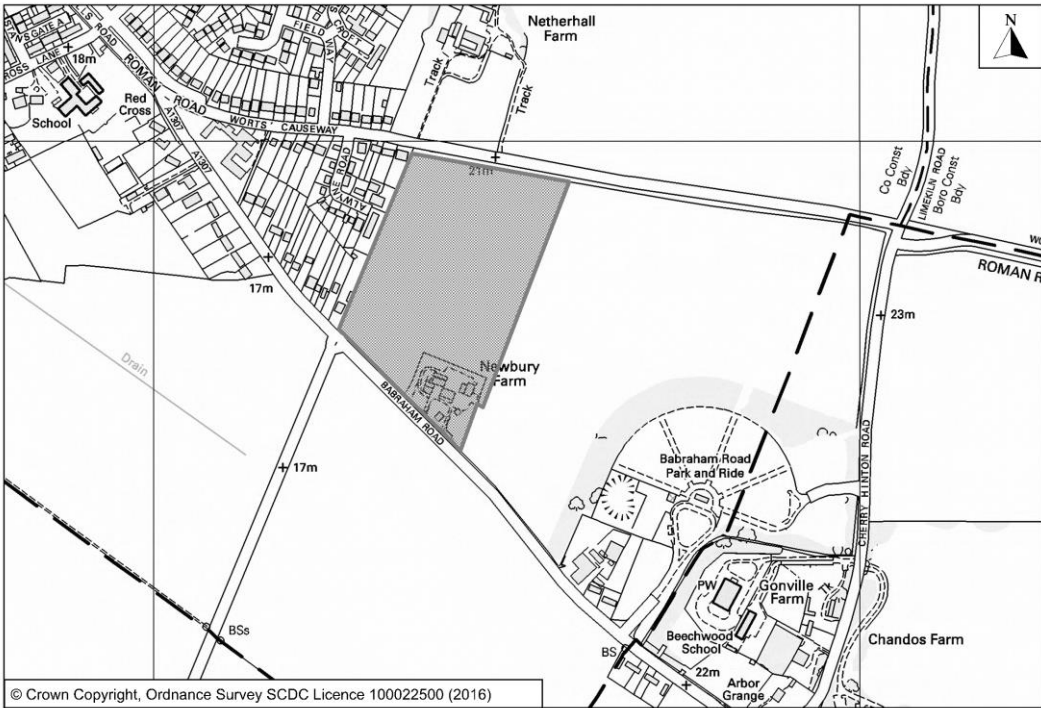
Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land east of Cherry Hinton Road, Teversham (SC098a) Pembroke College & Balaam Family Rep 65654		New site assessment undertaken for revised site area. Site assessment scores red for Landscape, Townscape, Green Belt, Heritage, Integration with Existing Communities and Access.	No action.

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land South of Bourn Bridge Road, Little Abington (SC025a) Abington Lea Ltd (Savills) Rep 65886	Promoter has put forward a smaller site.	New site assessment undertaken for the smaller site (part of site 025). Site assessment scores red for Landscape, Townscape, and Heritage impacts. It also in a location with poor access to non-car modes.	No action.

Non-appraisal of Land off Highfields Caldecote:

Site / Promoter / Rep(s)	Representor's Issue	Councils' Response	Action
Land off Highfields Road in Caldecote Cala Homes (North Homes Counties) Ltd (Carter Jonas LLP) Rep 65848	SAA Report does not assess land off Highfields Road in Caldecote because the Council decided not to allocate land within Group Villages, except for the parish council-led allocations.	The Council did not consider sites at Group Villages, as there was sufficient available housing land available in higher order, more sustainable, locations.	No action.

Appendix 2 - New site proforma for new sites or significant variations to sites

Site Information	
Development Sequence	Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road
Site reference number(s): CC929a	
Consultation Reference numbers: GB2	
Site name/address: Land South of Worts' Causeway	
Map: 	
Site description: Arable open field south of Worts' Causeway and north of Babraham Road. The site includes the farmyard at Newbury Farm.	
Current use(s): Agriculture and farm yard	
Proposed use(s): Residential	
Site size (ha): South Cambridgeshire: 0 Cambridge: 7.73 ha.	
Potential residential capacity: 230 dwellings (40dph)	

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

	agricultural land?		urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Site adjacent in part to a major road and to a busy access road. Frontages will be the noisiest part of the site from the road. Possible commercial building to the west, may also impact on proposed residential. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. Site has been used for agricultural purposes and farm yard.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and		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

	geodiversity? (Including International and locally designated sites)		Site adjacent to Netherhall Farm Meadow County Wildlife Site and Worts' Causeway Protected Roadside Verge. Sites potentially vulnerable if changes to existing management are proposed.
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>Double hedgerow and verge along northern boundary with Worts' Causeway is of particular ecological value.</p> <p>As with other arable sites this area is likely to support declining farmland bird species such as Grey Partridge and Corn Bunting.</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>Site already has permissive access allowing access to the area of Farmland identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the 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>Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it</p>

			<p>also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.</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>The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>AMBER = negative impact on Greenbelt purposes</p> <ul style="list-style-type: none"> • To preserve the unique character of Cambridge – Red: Development would extend the urban edge eastward and would have an impact on compactness; • Coalescence – Green: There would be no coalescence issues related to this site; • Setting of Cambridge – Amber: The setting of the City could be maintained if develop were restricted to 2-storey and include

		<p>landscape buffer areas;</p> <ul style="list-style-type: none"> • Key views of Cambridge – Amber: Views of the site from the west are partially screened by existing vegetation to the west of the site; • Soft green edge - Amber: There is a lesser quality existing soft green edge to Alwyne Road (garden boundaries) which could be replicated and improved to the west of the site; • Distinctive urban edge – Green: No effect on distinctive urban edge; • Green corridors – Green: There would be no loss of land associated with a recognised green corridor; • Green Belt villages – Green: The proposed development would not affect Green Belt villages; • Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate. <p>Overall amber: although development of the site would negatively affect Green Belt purposes there would be opportunities to mitigate.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous</p>
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			<p>landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:</p> <ul style="list-style-type: none"> • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		<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>Extensive late prehistoric and Roman cropmarked sites known. A pre-development archaeological survey should be required.</p>
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding		<p>AMBER = Flood Zone 2 / medium risk</p> <p>Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful</p>


	(including the economic, environmental and social costs)?		mitigation required, which could impact on achievable site densities as greater level of green infrastructure required.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Nightingale Rec less than 1km ACF
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED = >800m Nightingale Rec less than 1km ACF
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 987m ACF from centre of site to Wulfstan Way
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 Doctors' surgery on Wulfstan Way just over 1km ACF
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.

	with existing communities?		Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration, possibly in conjunction with site CC930 (GB1) to the north.
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. Site in Queen Edith's LSOA 7995: 3.99
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres The site is too small to support a new local centre. The nearest local centre is Wulfstan Way, but this is greater than 800m away. The development of the site is unlikely to have an impact on the existing hierarchy, but the site would have relatively poor access to local shopping.
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 0.4Km ACF from centre of site to Cambridge 013D (Addenbrooke's site)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.

Education Capacity	Is there sufficient education capacity?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>Expect appropriate education provision to be made for. For smaller sites this is likely to be off site.</p>
Distance: Primary School	How far is the nearest primary school?		<p>GREEN= Non-residential development / surplus school places</p> <p>Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.</p>
Distance: Secondary School	How far is the nearest secondary school?		<p>A = 1 to 3 km</p> <p>Netherhall is 1.3 km ACF</p>
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		<p>AMBER = Medium quality off-road path.</p> <p>Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered.</p>
HQPT	Is there High Quality Public Transport (at edge of site)?		<p>RED = Service does not meet the requirements of a high quality public transport (HQPT)</p> <p>Site is more than 500m from a bus route. Service does not meet the requirements of HQPT.</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>DARK GREEN = Score 19-25</p> <p>Total score 20</p>
Distance: bus stop / rail station			<p>G = Within 600m (4)</p> <p>483m ACF from centre of site to Cambridge, Babraham Road, Park and Ride</p>
Frequency of			GG = 10 minute frequency or better (6)

Public Transport			
Public transport journey time to City Centre			G = 21 to 30 minutes (4)
Distance for cycling to City Centre			GG = Up to 5km (6) 4.43km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 2701m ACF from centre of site to Great Shelford 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>The site has direct access from Babraham Road, but third party land appears to separate the site from Worts' Causeway.</p> <p>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p> <p>A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts' Causeway. The development surrounds Cherry Hinton Road / Limekiln Hill Road and these existing adopted public highways may require improvement / alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road / Babraham Road junction.</p>
Non-Car	Will it make the		AMBER = No impacts

Facilities	transport network safer for public transport, walking or cycling facilities?		
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Site Information	
Development Sequence	Edge of Cambridge (Broad Location 7)
Site reference number(s): CCSC1005a	
Consultation Reference numbers: N/A	
Site name/address: Cambridge South East - Land west of Limekiln Road and Cherry Hinton Road	
Map: 	
Site description: Arable open fields and chalk grassland, including Netherhall and Newbury Farms, and part of Netherhall School playing fields. The southern part of the site wraps around the Babraham Park and Ride site. Babraham Road forms the south western boundary and Limekiln Road and Cherry Hinton Road the eastern boundary.	
Current use(s): Agricultural land, farm buildings.	
Proposed use(s): Approximately 1,300 dwellings (including affordable housing), a new primary school, a local centre and associated infrastructure, landscaping and open space (including an area of landscaping / open space in the north eastern part of the site) as part of a sustainable urban extension to Cambridge, an extra 800 beyond the existing allocations (GB1 & GB2) on a site of 28 ha.	
Site size (ha): South Cambridgeshire: 0ha. Cambridge: 59.38 ha.	
Potential residential capacity: 950 dwellings (40dph)	

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

	land?		
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Grade 2 = 25.56ha.
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. Despite this proposal not being adjacent to an Air Quality Management Area, 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?		GREEN = >1,000m of an AQMA, M11, or A14 Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Noise issues – the road frontages will be the noisiest parts of the site. Traffic noise will need assessment. If the existing farms are to remain, noise from plant at the farm and possible commercial building to the west may affect proposed residential development. Some uses particularly industrial could affect existing residential. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. Noise assessment and potential noise mitigation needed. No adverse effects for residential use from light pollution or odour.
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) GREEN = Site not within or adjacent to an area with a history of contamination

			A contamination assessment is required. The site has been used for agricultural purposes.
Water	Will it protect and where possible enhance the quality of the water environment?		<p>GREEN = No impact / Capable of full mitigation</p> <p>Pluvial (surface water flood risk) - There are small areas of high, medium and low surface water flood risk areas, which would need to be taken into consideration on site layout and may have an impact on the deliverable density.</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>Site includes Netherhall Farm Meadow which is a valuable County Wildlife Site, and Worts' Causeway Protected Roadside verge. Meadow site potentially vulnerable if changes to existing management are proposed. Scope for some reconfiguration and mitigation. Potential to create chalk / neutral grassland and perhaps Green Infrastructure enhancement. Need to reduce developable site area to allow for appropriate mitigation.</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>If Netherhall Farm Meadow is removed from the development site. Double hedgerow and verge along northern boundary with Worts' Causeway is of particular ecological value. As with other arable sites, this area is likely to support declining farmland bird species such as Grey Partridge and Corn Bunting.</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>Group Tree Preservation Order (TPO) (07/2007) is just outside the site on the south-west boundary of the site. Predevelopment tree survey required.</p>
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and		<p>GREEN = Development could deliver significant new green infrastructure</p> <p>Part of the site already has permissive access</p>

	access to green infrastructure?		allowing access to the area of farmland identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider Green Infrastructure vision for the area. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		<p>AMBER = negative impact on landscape character, incapable of mitigation.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.</p> <p>Development of this site, except the small parcel to the east of Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a severe negative impact on the purposes of Green Belt.</p> <p>The promoter proposes a larger site for development, extending GB1 and GB2 to the east. However, development would be limited to the flatter ground to the east and avoid the sloping ground leading to the foothills of the Gog Magog hills.</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, no satisfactory mitigation measures possible.</p> <p>The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views over the city and have a negative impact on setting. There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred</p>

			on the site. Development of this site, except the small parcel to the east of Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a severe negative impact on the purposes of Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact)</p> <p>Development of this site, except the small parcel to the east of Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a severe negative impact on the purposes of Green Belt.</p> <p>UPDATE INNER GREEN BOUNDARY STUDY 2015</p> <p>The study notes that sector 11 plays a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. It also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present.</p> <p>Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city. No Green Belt release should be contemplated on the sloping or elevated landform in the eastern part of sub area 11.1.</p> <p>The setting of the city could be enhanced by appropriate planting to create a softer, greener urban edge. Limited development on the relatively flat ground in the western parts of sectors 11 (in both sub areas 11.1 and 11.2) could be undertaken without significant long-term harm to Green Belt purposes, subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.</p>
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest		<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>Extensive late prehistoric and Roman</p>

	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		<p>cropmarked sites known. A predevelopment archaeological survey should be required.</p> <p>Netherhall Farm House and its outbuildings are all BLIs. If the site were to come forward, any development would have to be sympathetic to the scale and massing of the site to ensure that the special interest of the existing buildings was not lost. A predevelopment archaeological survey would be required.</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>Site is in flood zone 1, lowest risk of fluvial flooding. Significant site regarding surface water flooding as runoff contributes to surface water flooding of the existing built environment. Current scheme could potentially offer a solution and flood risk management benefit, but may impact on achievable densities as greater level of green infrastructure required.</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>The promoter proposes investment in extra landscaped open space, taken from the wider land interests controlled by CEG.</p>
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		<p>GREEN = <1km or onsite provision</p> <p>Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>GREEN = <400m or onsite provision</p> <p>Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.</p>
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?		<p>G = <400m</p> <p>The promoter proposes a local centre providing a range of local shops and services</p>

			accessible to new and existing residents and complementing existing local facilities elsewhere.
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 onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. Site in Queen Edith's LSOA 7995: 3.99
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment -	Would development		G = No loss of employment land / allocation is

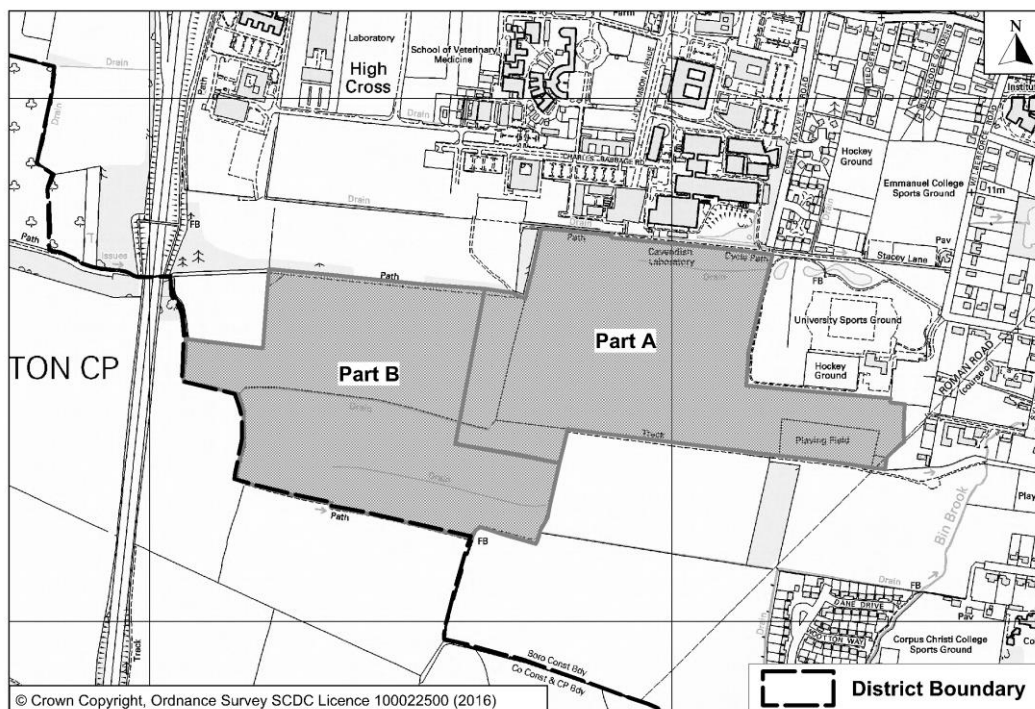
Land	result in the loss of employment land, or deliver new employment land?		for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		<p>AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation</p> <p>Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p>
Education Capacity	Is there sufficient education capacity?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>Based on a development of 1,260 units, the County Council would require a new primary school of 420 places and early years facilities.</p> <p>A contribution towards secondary places will be required but until the level of development is clearer, we cannot identify the location of the school where the contribution will be spent.</p> <p>The promoter proposes a new primary school.</p>
Distance: Primary School	How far is the nearest primary school?		<p>G = <400m</p> <p>The promoter proposes a new primary school, provision assumed 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>Netherhall School is adjacent to the site's north-eastern boundary.</p>
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		<p>AMBER = Medium quality off-road path.</p> <p>Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd.</p> <p>Routes from the north of the development would be via Worts' Causeway. Although the link along Worts' Causeway would be quiet at morning peak if the rising bollards remain, the traffic volumes in the evening peak could be quite high on this road and no cycling provision. A solution to mitigate this could be to extend the access restriction to the evening as well as morning peak.</p>
HQPT	Is there High Quality		AMBER = service meets requirements of high

	Public Transport (at edge of site)?		<p>quality public transport in most but not all instances</p> <p>Whilst parts of the site are close to the Citi 1 and 3 services and Park and Ride, the advice from Cambridgeshire County Council is that the site itself is likely to achieve a 20 minute service.</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>DARK GREEN = Score 19-25</p> <p>Total score 20</p>
Distance: bus stop / rail station			<p>G = Within 600m (4)</p> <p>543m to nearest bus stop ACF (Babraham Road, Park and Ride)</p>
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			G = 21 to 30 minutes (4)
Distance for cycling to City Centre			<p>GG = Up to 5km (6)</p> <p>9.6km ACF from centre of site to Cambridge</p>
Distance: Railway Station	How far is the site from an existing or proposed train station?		<p>R = >800m</p> <p>2,722m ACF from centre of site to Cambridge 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>A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts' Causeway.</p> <p>The development surrounds Cherry Hinton Road / Limekiln Hill Road and these existing adopted public highways may require improvement / alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster</p>

			<p>site, which will need to be considered along with the impact on Granhams Road / Babraham Road junction.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p> <p>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved CBC developments. While substantial sustainable improvements are identified for the A1307 and Cherry Hinton Road corridors through the City Deal Programme may provide some headroom, any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.</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>Significant improvements to walking and cycling opportunities would be required. Public transport would require links to Babraham Park and Ride, and provision / improvements to key destinations in the city.</p> <p>Highways authority would require cycling improvements though the site, improved provision on Hills Road and Cherry Hinton Road.</p>

Site Information	Grange Farm CC916
Development Sequence	Edge of Cambridge (Broad Location 1)
Site reference number(s): CC916a	
Consultation Reference numbers: CC916	
Site name/address: Grange Farm	

Map:



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

Current use(s): Agriculture and recreation.

Proposed use(s): Residential 400-500 dwellings on Part A with strategic landscaping on Part B.

Site size (ha): 23.86 South Cambridgeshire:00.00 Cambridge: 23.86 (11.9 ha. for development)

Potential residential capacity: 477 dwellings (40 dph)

LAND			
PDL	Would development make use of previously developed land?	RED	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	GREEN	GREEN = Neutral. Development would not affect grade 1 and 2 land. Majority of site is on Grade 3 land and the remainder is on urban land.

Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse Impact / worsening of air quality?		<p>RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts.</p> <p>The site will have a significant adverse impact on air quality due to transport impact. An air quality assessment is essential.</p> <p>The promoter suggests the site will potentially generate significantly less traffic than new settlements which are assessed as amber or green.</p>
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		<p>AMBER = <1,000m of an AQMA, M11 or A14</p> <p>Site less than 1,000 metres from M11. An air quality assessment is essential.</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>RED = Significant adverse impacts incapable of appropriate mitigation.</p> <p>The site will be affected by noise from the M11. Part of the site will not be suitable for residential at all.</p> <p>Development of the remainder of the site will require a full noise survey and could merit an amber score. Design and mitigation measures required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.</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>The site has previous potentially contaminative uses as a result of historic usage. Further contamination assessment is required.</p>
Water	Will it protect and where possible enhance the quality		GREEN = No impact / Capable of full mitigation.

	of the water environment?		Not within SPZ1 or allocation.
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>The promoter has provided an Ecology Appraisal.</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>The promoter has provided an Ecology Appraisal.</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>The promoter suggests it is possible that enhanced footpath connections could be made between the existing rights of way through an appropriate scheme. This could provide circular routes connecting with existing footpaths 39/31a, 55/9 and the site. This would benefit the use of the retained Green Belt for recreation.</p>
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.

	landscape character?		<p>Development would compromise the openness of the area, interrupting views into the historic core, have a negative impact on setting and changing the soft green existing urban edge.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The M11 corridor is identified as being visually detracting and influencing the western boundary of the sector.</p> <p>The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.</p> <p>The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.</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, no satisfactory mitigation measures possible.</p> <p>Development would compromise the openness of the area, interrupting views into the historic core, have a negative impact on setting and changing the soft green existing urban edge.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The M11 corridor is identified as being visually detracting and influencing the western boundary of the sector.</p> <p>The eastern half of this sub area, from the dog-leg in the boundary with West Cambridge eastwards, is considered to be Distinctive landscape due to the unique relationship of the rural landscape running right in to the distinctive core of the city.</p>

			<p>The western half of the sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and provides separation between the edge of Cambridge and the M11, which is a characteristic feature of the settlement edge to the west of Cambridge.</p>
Green Belt	<p>What effect would the development of this site have on Green Belt purposes?</p>		<p>RED RED = Development of this site would have a significant negative impact on the purposes of Green Belt.</p> <ul style="list-style-type: none"> • To preserve the unique character of Cambridge – red: site would have a medium impact on compactness; • Coalescence – red: There would be an impact on coalescence by decreasing the distance between the City and Coton; • Setting of Cambridge – red: the setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge; • Key views of Cambridge – red: there are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site; • Soft green edge – red: the existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site; • Distinctive urban edge – green: the existing edge is green. There would be no impact on the distinctive urban edge; • Green corridors – red: There would be a loss of land in a recognised green corridor south of the Coton footpath; • Green Belt villages – red: there would be impact on distribution, physical separation, setting, scale and character of Coton village; • Landscape with a strongly rural

			<p>character – red: The landscape is strongly rural despite being on the urban edge, adjacent to West Cambridge and the M11. Development would have a negative impact.</p> <p>Overall conclusion = red red: development of this site would have a significant negative impact on the purposes of Green Belt.</p> <p>UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. This is in sharp contrast to the relationship of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road.</p> <p>The promoter has undertaken a Landscape and Visual Assessment which includes a detailed assessment of the Green Belt Study 2015.</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>Land to the south of the site is located on the route of a Roman road running south west from Cambridge. Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information</p>

	scheduled monuments)?		<p>would be necessary in advance of any planning application for this site.</p> <p>Site lies approximately 800m west of the Central Conservation Area.</p> <p>The promoter has provided an Archaeological Assessment which suggests the site is devoid of any significant archaeology or artefacts.</p>
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?		<p>AMBER = Small amount of surface water flooding towards south of the site and where existing watercourses exist.</p> <p>Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required in that area.</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?		GREEN. The site is of sufficient size that it would provide outdoor sports facilities onsite.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN. The site is of sufficient size that it would provide play space for children and teenagers onsite.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		AMBER. Site is over 800m from nearest local centre but it scores amber because it is capable of providing some local 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		R =>800m

	centre or GP service?		The promoter suggests the site is within 800m of GP service on the West Cambridge development, which would change the score from Red to Amber.
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). The promoter suggests a scheme of 400-500 dwellings could potentially deliver local services and facilities such as a local shop and recreation areas.
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
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 0.4km from centre of site to South Cambridgeshire 007D (Marshalls - North of Newmarket Road)
Employment - Land	Would development result		G = No loss of employment land / allocation is for employment

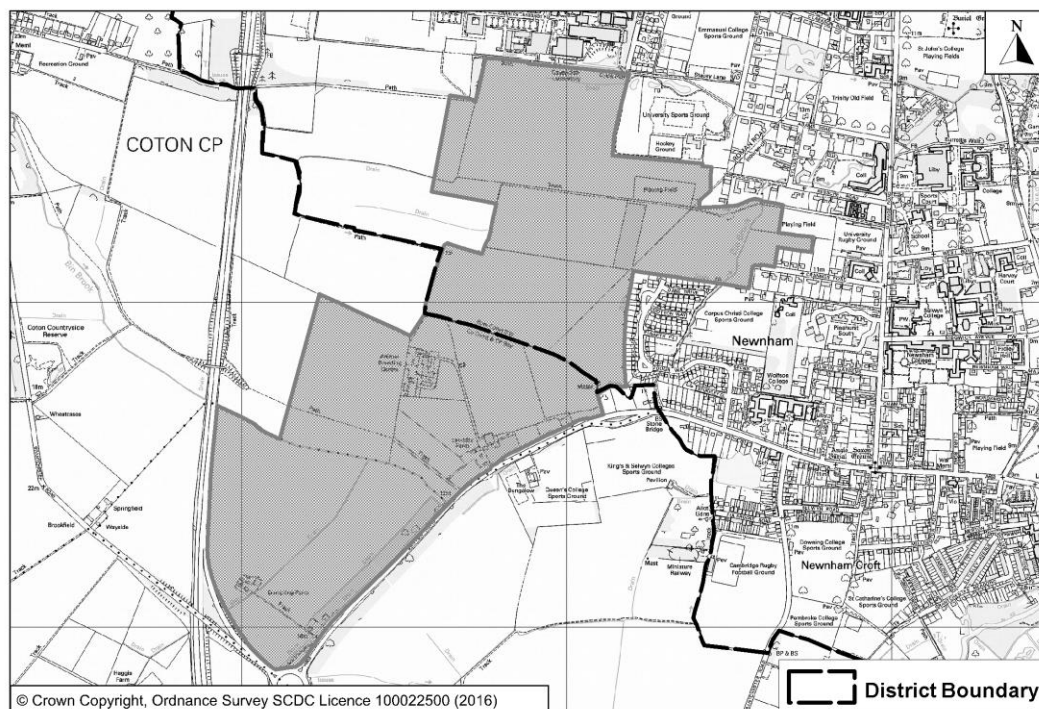
	in the loss of employment land, or deliver new employment land?		development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?		<p>GREEN= Non-residential development / surplus school places</p> <p>Site is beyond 800m from nearest primary school but is large enough to provide its own facilities.</p> <p>Just over 2km ACF from Newnham Croft</p>
Distance: Secondary School	How far is the nearest secondary school?		<p>A = 1 to 3 km</p> <p>2.43km to Chesterton Community College</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>Links to high quality off road (Coton Footpath). The path as it borders the site would need to be widened and lit to match the existing segregated eastern section of the path. Increased usage of the route via Burrell's Walk into the city will be an issue and an alternative route via Cranmer Rd or the Rugby Club path and West Road (and Queens Green) or Sidgwick Ave with associated cycle improvements will be essential as an alternative. The introduction of a vehicular access route across the Coton footpath will have a</p>

			major impact on the attractiveness of this route to cyclists.
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>The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only about a third of the northern part site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.</p> <p>The promoter states - proposals have been put forward in the context of the City Deal for a new bus route from the A428 to connect to the City Centre. Submission made by St John's College that promote a route that comes off the A428, through the west Cambridge site and then potentially continuing into Grange Farm before emerging onto Grange Road. Such a route enhances the sustainability credentials of the site.</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>DARK GREEN = Score 19-25</p> <p>Total score 22</p>
Distance: bus stop / rail station			<p>GG = Within 400m (6)</p> <p>373m ACF from centre of site to Cambridge, Charles Babbage Rd, Forster Court</p>
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			GG = 20 minutes or less (6)
Distance for cycling to City Centre			<p>GG = Up to 5km (6)</p> <p>1.88km 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>3416m ACF from centre of site to Cambridge 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>It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.</p> <p>The Highway Authority has reinforced their comments concerning the potential site access constraints if this site is considered in isolation from Sites 921 to the south and the adjoining potential site within South Cambridgeshire Site SC232.</p> <p>Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.</p> <p>The promoter's view is that Grange Farm is capable of coming forward as a separate land parcel.</p>
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Site Information	
Development Sequence	Edge of Cambridge (Broad Location 2)
Site reference number(s): CCSC1001a	
Consultation Reference numbers: N/A	
Site name/address: Land north of Barton Road and Grange Farm	

Map:



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

Current use(s): Agricultural.

Proposed use(s): Approximately 2,000 dwellings, supported by a Local Centre, school, open space (including relocated sports pitches for colleges), green infrastructure, cycle and footpath links to surrounding area; and access roads.

Site size (ha): South Cambridgeshire: 70.88 ha. Cambridge: 60.72 ha

Potential residential capacity: 2,106 dwellings (40 dph) (SCDC 1,134 dwellings, City 972 dwellings)

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

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

	neighbouring uses)?		<p>the Animal Breeding Centre. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Site similar to North West Cambridge and at least half the site nearest M11 and to lesser distance from Barton Road either side is likely to be NEC C (empty site) for night: PPG24 advice "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of mitigation. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.</p> <p>In mitigation, proposers indicative masterplan includes separation of residential development from the Motorway. Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.</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>Site has former potentially contaminative uses. A contamination assessment is required</p>
Water	Will it protect and where possible enhance the quality of the water environment?		<p>GREEN = No impact / Capable of full mitigation</p>
BIODIVERSITY			
Designated Sites	Will it conserve protected species		<p>AMBER = Contains or is adjacent to an existing site designated for nature</p>

	and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		<p>conservation or recognised as containing protected species and impacts capable of appropriate mitigation</p> <p>The hedgerows to the east of the M11 are designated as a County Wildlife Site.</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>The site noted that otters, Biodiversity features - A phase 1 habitat survey (2004) of part of water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.</p> <p>With careful design it should be possible to mitigate any impact on the natural environment.</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>There are two groups of protected trees near the M11 slip road in the western part of the site, and a group along the southern boundary of the site.</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</p> <p>Promoters indicative masterplan indicates 72ha of public open space and new habitat.</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 landscape is strongly rural despite being on the urban edge and adjacent to the M11. Development would have a negative impact. The existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site. Development of this site would have a severe negative impact on the purposes of 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>RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.</p> <p>The setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views of the historic city, have a negative impact on setting and changing the urban edge. There are open views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be severely, negatively impacted if development occurred on the site.</p> <p>Development of this site would have a severe negative impact on the purposes of Green Belt.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact)</p> <p>Development of this site would have a severe negative impact on the purposes of Green Belt.</p> <p>UPDATE INNER GREEN BOUNDARY STUDY 2015</p> <p>The study notes that this sector (Sector 3) plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. This is in sharp contrast to the relationship of the city edge with the A14 to the north of Cambridge. Views towards Cambridge from the west are some of the most distinctive</p>

			<p>and characteristic available, with the rural landscape of the sector forming the foreground in those views. Sub area 3.2 exhibits less of these features due to its higher degree of visual screening. However, it remains important to the character of the approach to Cambridge along Barton Road.</p> <p>It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Development within sub areas 3.1 or 3.2 would remove the characteristic setting to the city, diminish both in reality and in perception, the presence of countryside close to the distinctive core of Cambridge and obstruct key views. Within sub area 3.2, development would also alter the characteristic approach into Cambridge along Barton Road. Within sub area 3.3, development would impact on the relationship with the distinctive townscape within the West Cambridge Conservation Area and would remove the closest area of countryside to the historic core. No Green Belt release should be contemplated in this sector.</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>Site does not contain or adjoin listed buildings, and there is no impact to the setting of such buildings. The eastern end of Barton Road, lies within the West Cambridge Conservation area. The site is located on the route of a Roman road running south west from Cambridge.</p> <p>Previous fieldwork in the area has confirmed the survival of significant remains of late prehistoric date. Further information would be necessary in advance of any planning application for this site. Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision.</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?		AMBER = Flood Zone 2 / medium risk

			<p>Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.</p> <p>Could provide a positive flood risk benefit for Bin Brook if undertaken in right way. Promoter's indicative masterplan proposes to only place water compatible uses in areas identified in Flood Zones 2 & 3 on Barton Road frontage.</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?		GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		<p>G = <400m</p> <p>Local centre proposed on-site.</p>
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?		<p>A = 400 - 800m</p> <p>Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber.</p>
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops,		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

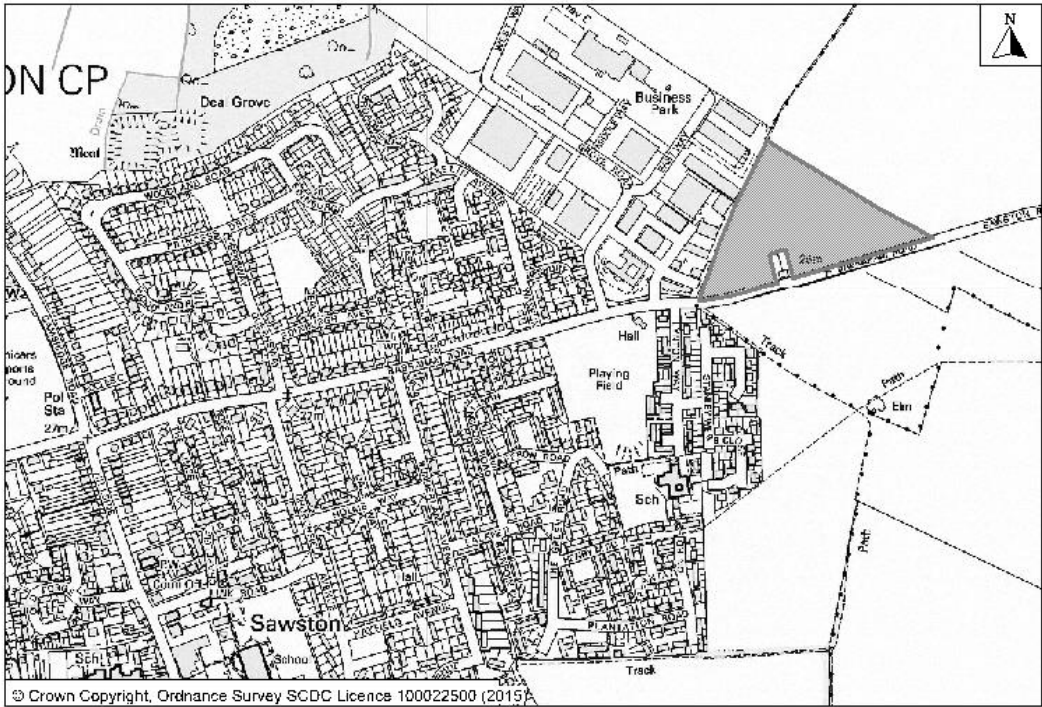
	post offices, pubs etc?)		
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
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 0.3km from centre of site to South Cambridgeshire 007D (Marshalls - North of Newmarket Road)
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
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Utility services (e.g. pylons) – power lines run across the south western corner of the land north of Barton Road.

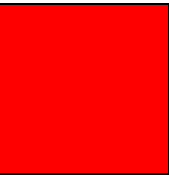

	infrastructure and broadband?		<p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Medium Pressure reinforcement would be required to support the full load.</p> <p>Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.</p>
Education Capacity	Is there sufficient education capacity?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>On the site north of Barton Road, the County Council would expect appropriate on-site early years and primary education provision to be made.</p> <p>On-site Secondary provision may be required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area.</p>
Distance: Primary School	How far is the nearest primary school?		<p>G = <400m</p> <p>Assume onsite provision.</p>

			1.7km to Newnham Croft
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km 2km to Parkside Community College
TRANSPORT			
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)?		<p>AMBER = service meets requirements of high quality public transport in most but not all instances</p> <p>Barton Road currently does not benefit from HQPT. The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, only a small part of the northern area of this site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport. Improved services would be secured from this scale of development, but unlikely to meet HQPT.</p> <p>UPDATE: score changed from Red to Amber</p> <p>The promoter states - proposals have been put forward in the context of the City Deal for a new bus route from the A428 to connect to the City Centre. Submission made by St John's College that promote a route that comes off the A428, through the west Cambridge site and then potentially continuing into Grange Farm before emerging onto Grange Road. Such a route enhances the sustainability credentials of the site.</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>DARK GREEN = Score 19-25</p> <p>Total Score = 20</p>
Distance: bus stop / rail station			<p>GG = Within 400m (6)</p> <p>A strategic development in this location would require new bus routes through the site, providing closer access to bus stops.</p>

			<p>Promoter proposes a bus route through the site.</p> <p>A development of this scale would result in new bus stops being provided. (Currently nearest stop is 480m to Newnham, Gough Way but this is served by the No.18 bus, which is an hourly service and not therefore considered to be HQPT)</p> <p>UPDATE: Score change from Amber to Green Green</p>
Frequency of Public Transport			R = Hourly service (2)
Public transport journey time to City Centre			<p>GG = 10 minute frequency or better (6)</p> <p>6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)</p>
Distance for cycling to City Centre			<p>Up to 5km (6)</p> <p>2.2km 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>3,409m ACF from centre of site to Cambridge 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>UPDATE: Access onto Barton Road A603 is feasible though the Highway Authority have not offered a view on their preferred location. The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge.</p> <p>The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented.</p> <p>A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. S106 contributions and mitigation measures will be required where</p>

			<p>appropriate.</p> <p>From the LHA point of view, the key capacity concerns would be in relation to the impact at the junctions of Newnham Road with Fen Causeway, the Trumpington Road mini roundabouts and the junction of Silver Street with Queens Road. Any TA would need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.</p> <p>This site is of a scale that would trigger the need for a Transport Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</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>Large development with potential for significant improvement to public transport, walking or cycling facilities. Public transport improvements would be needed to provide a high-quality services, as there is currently limited services to this area.</p> <p>Improved cycling provision would be required on Barton Road, and off road links to Newnham, West Cambridge and the Coton path.</p>

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC313a	
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 ha.	
Potential residential capacity: 110 dwellings (40 dph)	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - 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?		<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.</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.</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>The site is adjacent to an old railway line which 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>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.</p>
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

	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)?		<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 provision of hedgerows.</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 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). 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</p>

			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>

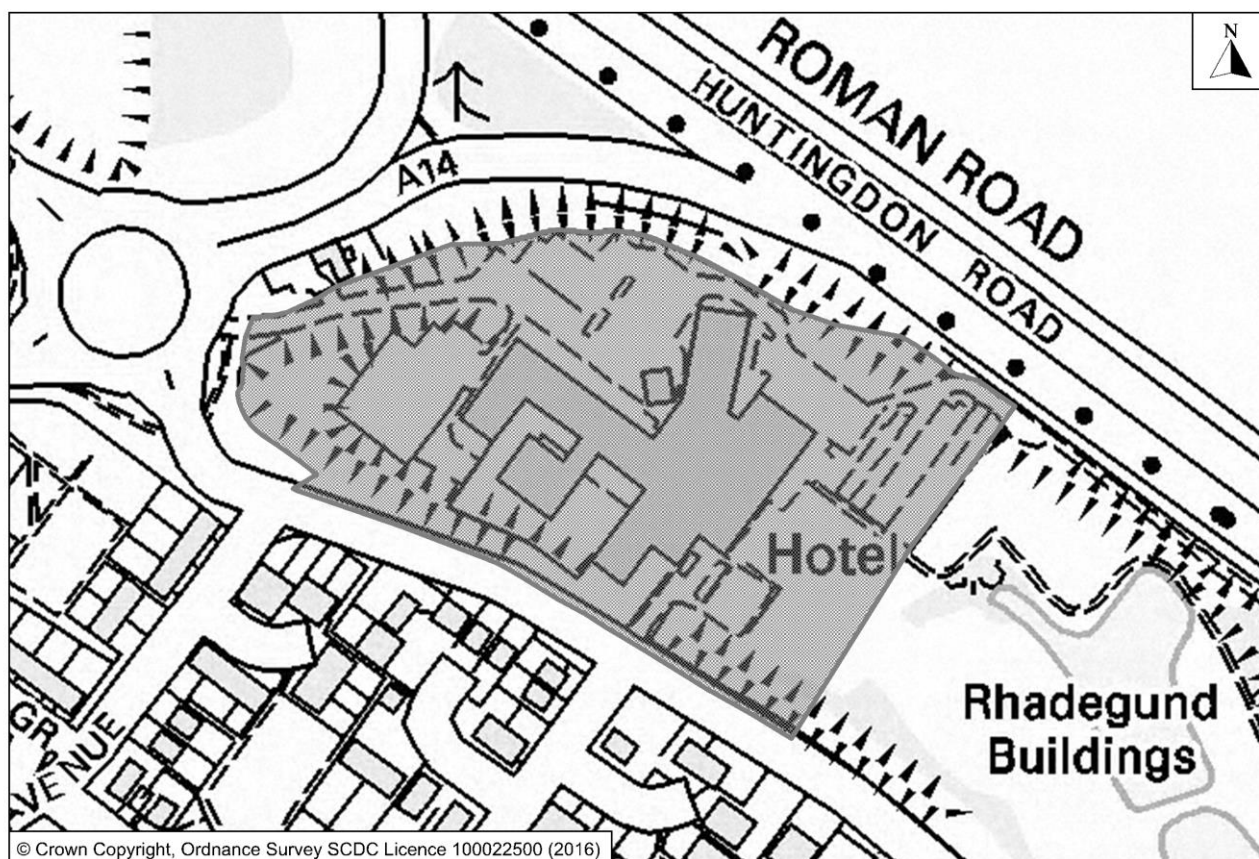
			Lynton Way, Sawston.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		AMBER = 400 -800m 421m ACF from centre of the site to land east of Saffron Road, Sawston.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling 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 (1,186m 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 1,768m 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.

	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?		<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>AMBER = 1-3km</p> <p>1.9km 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?		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>AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation</p> <p>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.</p>
Education Capacity	Is there sufficient education capacity?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>A contribution towards additional places will be required. School capacity not sufficient, but significant issues can be adequately addressed.</p>
Distance: Primary School	How far is the nearest primary school?		<p>A = 400 - 800m</p> <p>431m ACF from centre of site to Icknield Primary School, Sawston.</p>
Distance: Secondary	How far is the nearest secondary		A = 1 to 3 km

School	school?		1.4km ACF from centre of site to Sawston Village College.
TRANSPORT			
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) 619m to nearest bus stop ACF (Sawston, Babraham Road, Ashley Way)
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			A = 10km to 15 km (3) 13.5km ACF from centre of site to Cambridge
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 3,090m 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

Site Information	
Development Sequence	Minor Rural Centre
Site reference number(s): SC340	
Consultation Reference numbers: N/A	
Site name/address: Land at Hallmark Hotel, Bar Hill	

Map:



Site description: The site is located on the north eastern side of Bar Hill and adjoins existing residential to the west. The site is bound on three sides by road infrastructure; the A14 and its off-slip to the north and east, and Crafts Way, which forms a ring road around Bar Hill, to the south west. To the south lies an 18 hole golf course.

The site is currently in use as a hotel, with associated car parking and grounds.

Current use(s): Hotel with associated car parking and grounds

Proposed use(s): Residential development comprising 41 units of mixed size and tenure

Site size (ha): South Cambridgeshire: 2.88 ha.

Potential residential capacity: 65 dwellings (30 dph)

LAND			
PDL	Would development make use of previously	AMBER = Partially on PDL	The site is currently in use as a hotel with

	developed land?		associated areas of hardstanding, including car parking.
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?		RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		RED = Within or adjacent to an AQMA, M11 or A14 The site is situated immediately adjacent to the A14 and the majority of the site lies within an AQMA.
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 Noise impacts - The north and east of the site bounds the A14, including A14 junction 29 roundabout. There are high levels of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance noise guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation

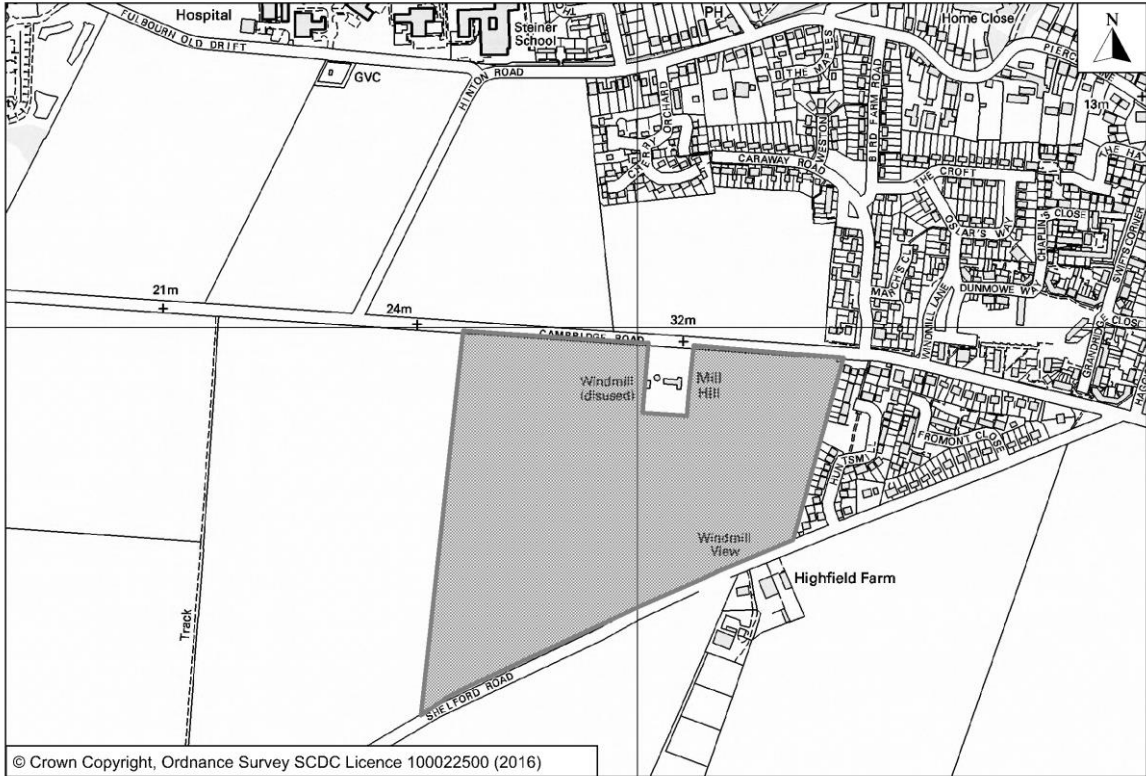
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as 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)?		<p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>The hotel is set within extensive grounds, some of which may be lost to new development.</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>There are several protected trees on site, including a band of elm trees across the middle of the site and several individual trees in clusters around the northern and western edges of the site.</p>
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			
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>Development is likely to be compatible as the site is located within an area which is already relatively urbanised; currently in use for a hotel and bounded on three sides by roads.</p>
Townscape	Will it maintain and		AMBER = negative impact on townscape

	enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		<p>character, incapable of mitigation.</p> <p>Minor negative impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - development of this site for housing would be contrary to the pattern of development in this village. Residential development is currently contained within Crafts Way, which acts as a natural boundary.</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)?		GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting
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 northern part of the site is at high risk of flooding from surface water. High means the area has a chance of flooding of greater than 1 in 30 (3.3%) in any year. Site would have to provide appropriate mitigation measures.</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>0.67km ACF from centre of the site to Bar Hill Recreation Ground.</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>GREEN = <400m or onsite provision</p> <p>171m ACF from centre of the site to land Between Acorn Avenue and Foxhollow</p>
Gypsy &	Will it provide for		AMBER = No Impact

Traveller	the 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 558m of nearest centre ACF (Bar Hill, Gladeside/Viking Way)
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 580m ACF from centre of site to Bar Hill Health Centre, Bar Hill
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses Site surrounded on three sides by busy roads, including the A14 and northbound off-slip. Crafts Way, which acts as a ring road, separates the site from the existing built-up area of the village.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		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 vitality

	shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km 2.1km ACF from centre of site to South Cambridgeshire 005C (Bar Hill - Industrial Estate and Tesco)
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%). The site is currently in use as a hotel.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated A contribution to provide additional places will be required. Bar Hill Primary School is close to capacity but may have the potential to expand. However this may be constrained by the school's liability to flood. Swavesey VC expansion of 150 places included in current capital programme, further expansion may be required depending on the level of growth
Distance: Primary School	How far is the nearest primary school?		A = 400 - 800m 550m ACF from centre of site to Ball Hill Community Primary School
Distance: Secondary School	How far is the nearest secondary school?		R = Greater than 3km 5km ACF from centre of site to Swavesey 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. The site is bound by busy roads without crossings or cycle routes. However, significant improvements planned as a result of A14 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
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 = 18
Distance: bus stop / rail station			GG = Within 400m (6) 90m to nearest bus stop ACF (Bar Hill, Crafts Way, Acorn Avenue
Frequency of Public Transport			G = 20 minute frequency (4) Citi 5 (20min frequency) and Whippet 1A service (60min frequency) to Cambridge
Public transport journey time to City Centre			G = 21 to 30 minutes (4) Bus service takes 26 minutes to get to Cambridge.
Distance for cycling to City Centre			G = 5km to 10km (4) 8.4km ACF from centre of site to Cambridge Station
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 10.1km ACF from centre of site to Cambridge 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 Small site, unlikely to offer improvements to cycling infrastructure.

Site Information	
Development Sequence	Minor Rural Centre
Site reference number(s): SC037a	
Consultation Reference numbers:	
Site name/address: Land at Fulbourn Old Drift (south of Cambridge Road and north of Shelford Road), Fulbourn	
Map: 	
<p>Site description: The site lies to the south of Cambridge Road and north of Shelford Road on the south western edge of Fulbourn. The site adjoins residential development to the east and surrounds a Listed windmill to the north. Agricultural land surrounds the site on all other sides. The site comprises a large area of agricultural land. There are hedgerows along most of the road frontages and along the edge of the residential development to the east, albeit patchy in places, and around the windmill. Otherwise the site is open to wider views across to the south and east. It is in an area of gently rolling countryside, on the top of a ridge, and very exposed to wider views.</p> <p>Note: this site adjoins site 245 to the north.</p>	
Current use(s): Agricultural	
Proposed use(s): Residential	
Site size (ha): South Cambridgeshire: 17.8 ha.	
Potential residential capacity: 268 dwellings (30 dph)	

LAND	
PDL	Would RED = Not on PDL

	development make use of previously developed land?		
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of grade 1 and 2 land The 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.
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?		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. Possible noise and malodour from nearby Highfield Farm and a Livery Yard etc. at Windmill View. Might be possible to coexist but possible off-site noise and odour impacts or statutory nuisances from farm and these have not been quantified so off-site mitigation may be required and no guarantee this can be secured, but overall in terms of adverse farm noise impact - low to medium risk. The north of the site is bounded by the busy Cambridge Road and to the south Shelford Road. Traffic noise will need assessment. However residential use is likely to be acceptable with careful noise mitigation.
Contamination	Is there possible		GREEN = Site not within or adjacent to an

	contamination on the site?		<p>area with a history of contamination.</p> <p>Development not on land likely to be contaminated.</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. The site within Groundwater Source Protection Zones 1, 2 and 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.</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>
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 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)?		<p>GREEN = Site does not contain or adjoin any protected trees</p>
Green Infrastructure	Will it improve access to wildlife and green spaces,		<p>AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p>

	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>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 landscape would be unable to accommodate development of the proposed type and scale in this location without very significant and adverse character change. The development conflicts directly with the Landscape Character.</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, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - The development's scale and location and would extend existing settlements in a way that would have a very significant adverse effect on existing settlements.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>RED = Significant negative impact on Greenbelt purposes</p> <p>UPDATE INNER GREEN BOUNDARY STUDY 2015</p> <p>This sector (Sector 13, sub area 13.1) plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation</p>

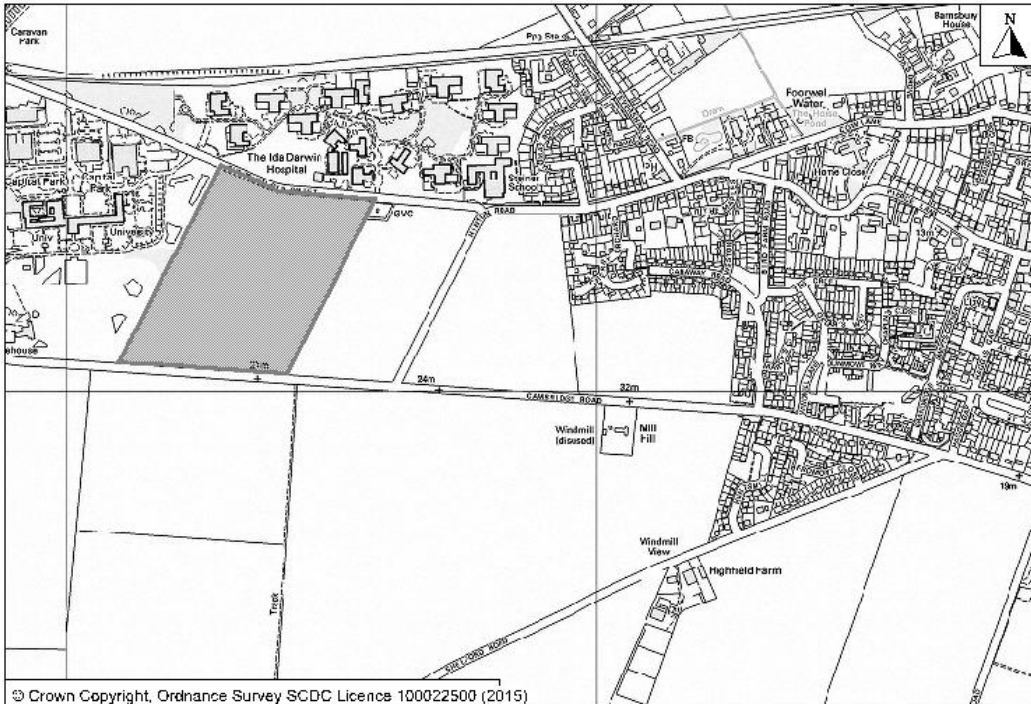
			<p>Area at Fulbourn Hospital.</p> <p>This sector is all assessed to be Supportive landscape. The Gog Magog Hills are a distinctive feature in the settling of Cambridge in their own right, but they also form a backdrop to the city in views out to the surrounding landscape. They are the major component of the sense of place associated with the areas south east of Cambridge, influencing the perception of the city from this direction. In addition, the eastern end of the sector forms part of the setting to the village of Fulbourn and Fulbourn Hospital.</p> <p>Any form of development extending onto the slopes of the Gog Magog Hills would substantially harm one of the key components of the setting of the city.</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) - the site surrounds the Grade II Listed windmill and would have a major adverse effect on its setting due to a loss of its significant countryside setting. Fulbourn Hospital Conservation Area lies to the north west and Fulbourn Conservation Area further to the north. Adverse effect due to loss of important countryside setting to village and Conservation Areas and due to slope of land. 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		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite

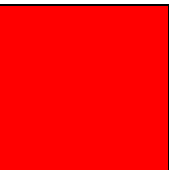

	accessible open space?		Development would create minor opportunities for new public open space as the promoter includes open space as part of the development.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		<p>GREEN = <1km or onsite provision</p> <p>Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.</p> <p>1.5km ACF from centre of the site to Fulbourn Recreation Ground.</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>GREEN = <400m</p> <p>Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.</p> <p>869m ACF from centre of the site to land at Roberts Way, Fulbourn</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>G = <400m</p> <p>Assume onsite provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.</p> <p>Over 1,000m ACF from the centre of the site Fulbourn High Street -a cluster of services and facilities within the village.</p>
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?		<p>R = >800m</p> <p>928m ACF from centre of site to Fulbourn Health Centre.</p>
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?)		<p>AMBER = No impact on facilities (or satisfactory mitigation proposed).</p> <p>No facilities lost, and no new facilities proposed directly as a result of the development.</p>

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>No facilities lost, and no new facilities proposed directly as a result of the development.</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>The development scale and location of the site would create a large extension to the village which poorly relates to the existing built-up area.</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>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>AMBER = 1-3km</p> <p>1.2km ACF from centre of site to South Cambridgeshire 011B (Fulbourn, including Capital Park, Tesco & Hospitals)</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>
Utilities	Will it improve the level of investment in key community services and infrastructure,		<p>GREEN = Existing infrastructure likely to be sufficient.</p> <p>Major utilities Infrastructure improvements required, but constraints can be addressed.</p>

	including communications infrastructure and broadband?		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 Insufficient spare school capacity but potential for improvement to meet needs. Insufficient secondary and primary school places.
Distance: Primary School	How far is the nearest primary school?		R = >800m 1,100m ACF from centre of site to Fulbourn Primary School.
Distance: Secondary School	How far is the nearest secondary school?		R = Greater than 3km 6.4km ACF from centre of site to Sawston Village College.
TRANSPORT			
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)?		GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		AMBER = Score 10-14 from 4 criteria below Total score of 14
Distance: bus stop / rail station			G = Within 600m (4) 578m ACF from the centre of the site to the nearest bus stop (Fulbourn, Cambridge Road, opp Windmill Lane)
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			R = 41 to 50 minutes (2) 50 Minutes from Fulbourn to Cambridge.
Distance for cycling to City Centre			G = 5km to 10km (4) 6.57km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site		R = >800m

Railway Station	from an existing or proposed train station?		4,928m ACF from centre of the site to Cambridge 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>Minor negative effects incapable of mitigation. Capacity constraints - The Highway Authority believes that access to local road network will potentially have capacity and safety constraints (e.g. Hospital Roundabout at Cherry Hinton is a cluster site). Cherry Hinton Road, Limekiln Hill Road and Granhams Road / Babraham Road junction likely to need improvements to accommodate development traffic.</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>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 a significant improvement to public transport, walking or cycling facilities.</p>

Site Information	
Development Sequence	Minor Rural Centre
Site reference number(s): SC038a	
Consultation Reference numbers:	
Site name/address: Land north of Cambridge Road, Fulbourn	
Map: 	
Site description: The site lies to the north of Cambridge Road and south of Fulbourn Old Drift, to the south west of Fulbourn. The Fulbourn and Ida Darwin Hospitals lie immediately to the north and west. Agricultural land surrounds the site to the east and south. The site comprises a large area of agricultural land. There is a dense hedgerow along the edge of the hospital site to the west and patchier, low lying hedgerows along the road frontages. The site is open to wider views across to the south and east in an area of gently rolling countryside.	
Note: this site adjoins sites 037 to the south and 109 to the east.	
Current use(s): Agricultural	
Proposed use(s): Employment – office and research and development uses as an extension to Capital Park	
Site size (ha): South Cambridgeshire: 11.08 ha.	
Potential residential capacity: N/A	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural	Would		AMBER = Minor loss of grade 1 and 2 land

Land	development lead to the loss of the best and most versatile agricultural land?		Minor loss of best and most versatile agricultural land (Grades 1 and 2) - site is all Grade 2 (11.08 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.
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. The South of the site is bounded by the busy Cambridge Road and to the North Fulbourn Old Drift. Traffic noise will need assessment. There are also industrial / commercial type units to north at Ida Darwin but these are a low to moderate risk in terms of adverse noise and cooking odour impact as it is understood that the Ida site will be developed in near future.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential for minor benefits through remediation of minor contamination. Site is adjacent to current industrial / commercial use and may need investigation.
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 Zones 2 and 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 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. 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)?		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?		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) - The landscape would be unable to accommodate development of the proposed type and scale in this location without very significant and adverse character change. The development conflicts directly with the Landscape Character.
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 development's scale and location and would extend existing settlements in a way that would have a very significant adverse effect on existing settlements. Although adjacent to the Fulbourn Hospital site, to the west, the site is removed from the western edge of Fulbourn. The proposed development would not, therefore, relate at all well to the built area of Fulbourn.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>RED = Significant negative impact on Green Belt purposes</p> <p>UPDATE INNER GREEN BOUNDARY STUDY 2015</p> <p>This sector (Sector 13, sub area 13.2) plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital.</p> <p>Any development within sub area 13.2 would compromise the separation between Fulbourn and Cambridge, and impact on the relationship with the Fulbourn Hospital Conservation Area and the limited remaining separation between Fulbourn and Cambridge. No Green Belt release should be contemplated in this sub area.</p>

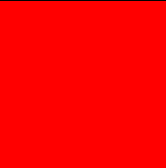

Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		<p>AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation</p> <p>Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) – The site forms an important part of the setting of the two Conservation Areas. However, with careful design it may be possible to mitigate any impact on the wider historic environment with a smaller scale of development.</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>Development would create minor opportunities for new public open space as the promoter includes open space as part of the development.</p>
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		<p>AMBER = 1-3km</p> <p>1.8km ACF from centre of the site to Teversham Recreation Ground.</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>AMBER = 400 - 800m</p> <p>663m ACF from centre of the site to land at Roberts Way, Fulbourn.</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>R = >800m</p> <p>Over 1,000m ACF from the centre of the site Fulbourn High Street -a cluster of services and facilities within the village.</p>
Distance: City Centre	How far is the site from edge of defined Cambridge		R = >800m

	City Centre?		
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m 1,392m ACF from centre of site to Fulbourn Health Centre.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed). 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 Poorly related to the existing built-up part of the village, located some distance to the west. However, the site adjoins other employment at the Fulbourn and Ida Darwin Hospitals.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres.
Employment - Accessibility	How far is the nearest main		GREEN = <1km or allocation is for or includes a significant element of

	employment centre?		employment or is for another non-residential use. Site proposed for employment uses. 0.6km 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 Site proposed for 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. 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?		GREEN= Non-residential development / surplus school places.
Distance: Primary School	How far is the nearest primary school?		R = >800m 1,210m ACF from centre of site to Bewick Bridge Primary School, Cherry Hinton.
Distance: Secondary School	How far is the nearest secondary school?		R = Greater than 3km 6.0km ACF from centre of site to Bottisham Village College.
TRANSPORT			
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)?		GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		GREEN = Score 15-19 from 4 criteria below Total score of 16.
Distance: bus stop / rail			GG = Within 400m (6)

station			189m 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			R = 41 to 50 minutes (2) 50 Minutes from Fulbourn to Cambridge.
Distance for cycling to City Centre			G = 5km to 10km (4) 5.86km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 4,253m ACF from centre of the site to Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?		GREEN = No capacity / access constraints identified that cannot be fully mitigated.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking 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. Provision or contribution from this site would result in a significant improvement to public transport, walking or cycling facilities.

Site Information	
Development Sequence	Minor Rural Centre
Site reference number(s): SC327a	
Consultation Reference numbers:	
Site name/address: Land west of A10, Milton	
Map: 	
Site description: The site is located to the west of Milton, and adjoins the A10 to the east, the Milton Park & Ride site to the north, and Milton Landfill site and Household Waste Recycling Centre to the west and south. <p>The site is an agricultural field with drains running along the northern, eastern and southern boundaries. To the west of the site is a belt of trees that screens the site from the Household Waste Recycling Centre. There are intermittent trees and hedges along the eastern and southern boundaries, and a row of trees / hedges run north-south through the centre of the site.</p>	
Current use(s): The site is currently in agricultural use.	
Proposed use(s): Employment / sui generis	
Site size (ha): South Cambridgeshire: 9.54 ha	
Potential residential capacity: N/A	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural	Would		AMBER = Minor loss of grade 1 and 2 land

Land	development lead to the loss of the best and most versatile agricultural land?		Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small site but the majority of the site is 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?		<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 located close to the Councils' Air Quality Management Area and the proposed development is of a significant size to have an impact on air quality. Air quality assessments will be required to assess the impact of this development 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>AMBER = <1,000m of an AQMA, M11 or A14</p> <p>792m ACF from edge of site to AQMA.</p> <p>272m ACF from edge of site to 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>RED = Significant adverse impacts incapable of appropriate mitigation</p> <p>Possible traffic noise from the A10 and A14, with prevailing winds are from the south west. Noise from neighbouring landfill / waste disposal / recycling site.</p> <p>Odour from the adjacent landfill site and Household Waste Recycling Centre would have a significant negative impact in terms of health and well-being and possible nuisance. An odour assessment will be required.</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 is adjacent to a known landfill site, therefore investigation will be required</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, 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. No impact on protected sites and species (or impacts could be mitigated).</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)?		<p>GREEN = Site does not contain or adjoin any protected trees</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>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 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) - development of this site would result in considerable encroachment of built development into the open farmland to the north of the village.</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, no satisfactory mitigation measures possible.</p> <p>Significant negative impact (development conflicts with townscape character, with significant negative impacts incapable of mitigation) - development of this site would result in built development in an area characterised by agricultural buildings and individual dwellings.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		RED = Significant 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). 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		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite

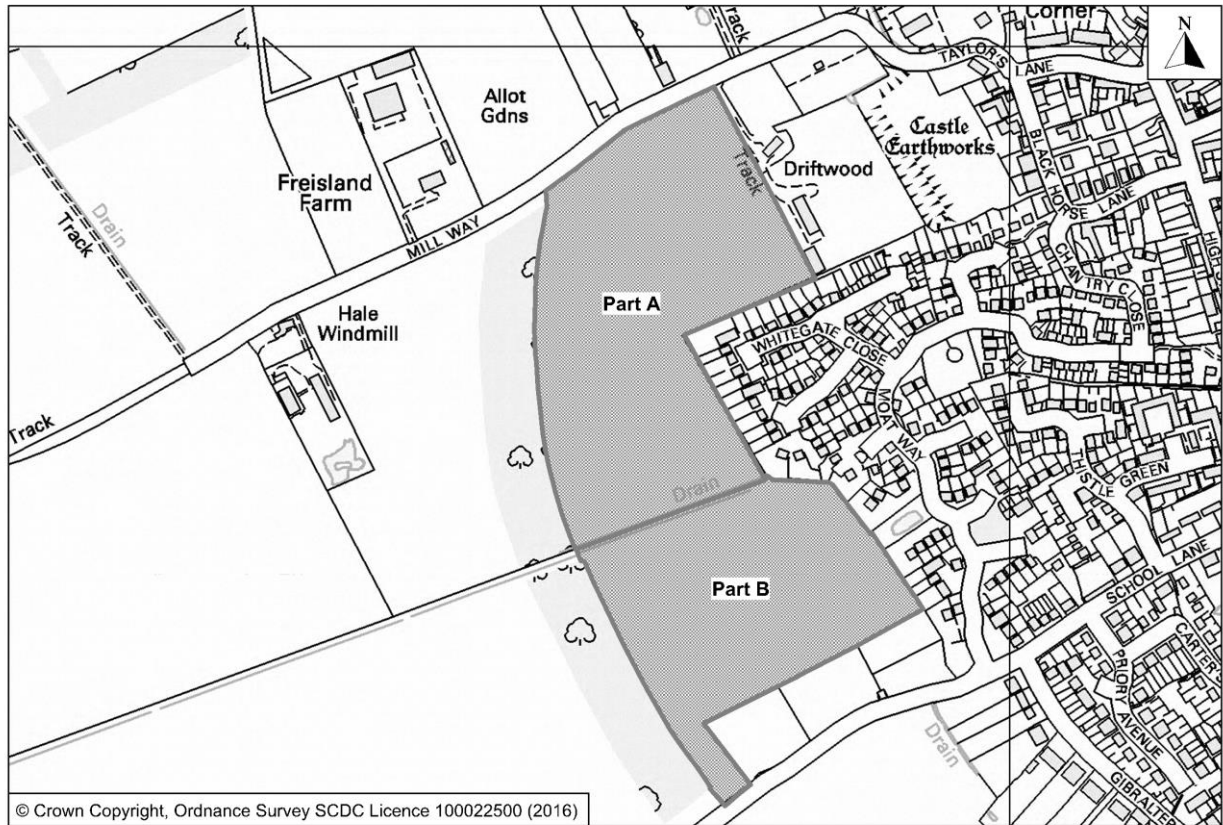
	space?		
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision 0.4km ACF from centre of the site to Milton Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision 297m ACF from centre of the site to Milton Recreation Ground.
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 870m of nearest centre ACF (Milton, 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 889m ACF from centre of site to Milton 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. The proposal involves the loss of an area of the golf course but all other facilities are being retained.
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 Site separated from the village facilities and services by the busy A10.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within

	and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		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?		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 Site proposed for employment / sui generis uses. 0.4km ACF from centre of site to South Cambridgeshire 007C (Cambridge Science Park and St Johns Innovation Centre)
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 Site proposed for employment / sui generis 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. 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 close to capacity.
Education Capacity	Is there sufficient education capacity?		GREEN= Non-residential development / surplus school places.
Distance: Primary School	How far is the nearest primary school?		A = 400 - 800m 736m ACF from centre of site to Milton C of E Primary School.
Distance:	How far is the		A = 1 to 3 km

Secondary School	nearest secondary school?		2.2km ACF from centre of site to Impington 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)?		GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25 Total Score of 24
Distance: bus stop / rail station			GG = Within 400m (6) 292m to nearest bus stop (Milton, Park and Ride)
Frequency of Public Transport			GG = 10 minute frequency or better (6) 10 minute service (99 P&R service)
Public transport journey time to City Centre			GG = 20 minutes or less (6) 20 Minutes (Milton, Park and Ride to Cambridge, Emmanuel Street)
Distance for cycling to City Centre			GG = Up to 5km (6) 4.65km ACF to Cambridge City Centre
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 3,943m 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.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Site Information	
Development Sequence	Minor Rural Centre
Site reference number(s): SC071a	
Consultation Reference numbers:	
Site name/address: Land South of Hale Road, Swavesey	

Map:



Site description: The site lies to the south of Hale Road on the western edge of Swavesey. The site wraps around residential development to the east. There is a farm to the north with agricultural land. To the west lies open agricultural land. The site comprises a large area of agricultural land, which is open to the wider landscape, particularly to the west. The site is well hedged along the residential frontages and there is an area that has recently been planted with saplings along the western boundary. A patchy hedgerow runs along the Hale Road frontage.

Note: the site adjoins the remainder of site (Part B) and site 250 to the east.

Current use(s): Agricultural

Proposed use(s): Residential development

Site size (ha): South Cambridgeshire: Part A = 6.42 ha. Part B = 4.36 ha.

Potential residential capacity: 144 dwellings (30 dph)

LAND		
PDL	Would development make	RED = Not on PDL

	use of previously developed land?		
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		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. Small part of the 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?		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. Some potential for traffic noise from A14, but should be possible to mitigate.
Contamination	Is there possible contamination on the site?		GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity?		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

	(Including International and locally designated sites)		
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. A footpath runs along the northern boundary of the site. Bridleways lie approximately 155m to the north east and 580m to the west</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) - Owing to the slightly sloping land any new development would be at a higher level than the existing village edge and probably more visible. The site is very open and rural in character and development on this site would be harmful to the character of the village. It would constitute substantial back land development, poorly related to the existing built-up part of the village.</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, no satisfactory mitigation measures possible.</p> <p>Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - Owing to the slightly sloping land any new development would be at a higher level than the existing village edge and probably more visible. It would constitute back land development. The majority of the site is within Flood Zones 2 and 3, with the remaining land in a pocket to the north. It would be difficult to develop such a site and integrate it into the built form of the village.</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 wider setting of a Grade II Listed windmill to the west. 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>RED = Flood Zone 3 / high risk</p> <p>Flood Zone 3 (or other form of flood risk incapable of appropriate mitigation). The majority of the site is within Flood Zones 2 and 3, with the remaining land in a pocket to the north. It would be difficult to develop such a site and integrate it into the built form of the village.</p> <p>The promoter has undertaken a preliminary Flood Risk Scoping Assessment and considers the extent of the flood zones to be significantly less than indicated on the Environment Agency's flood maps. As such they consider the site should be considered as within Flood Zone</p>

			<p>1 or 2 and not 3, pending further investigation.</p> <p>An awarded watercourse runs through the site. There is a significant amount of high, medium and low surface water flood risk on Site A. (Site B has a small amount of high, medium and low surface water flood risk towards the north of the site.) Both sites would have to take appropriate mitigation measures for each type of flood risk which may impact considerably on the deliverable density and viability. Flood risk is a concern for this site.</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>0.64KM ACF from centre of site to Swavesey Recreation Ground, Middle Watch</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>GREEN = <400m or onsite provision</p> <p>313m ACF from centre of the site to land at Land east of Moat Way</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>A = 400 - 800m</p> <p>608m of nearest centre ACF (Swavesey, High Street)</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>R = >800m</p> <p>1,071m ACF from centre of site to Swavesey Surgery</p>
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs		<p>AMBER = No impact on facilities (or satisfactory mitigation proposed).</p> <p>No facilities lost, and no new facilities proposed directly as a result of the development.</p>

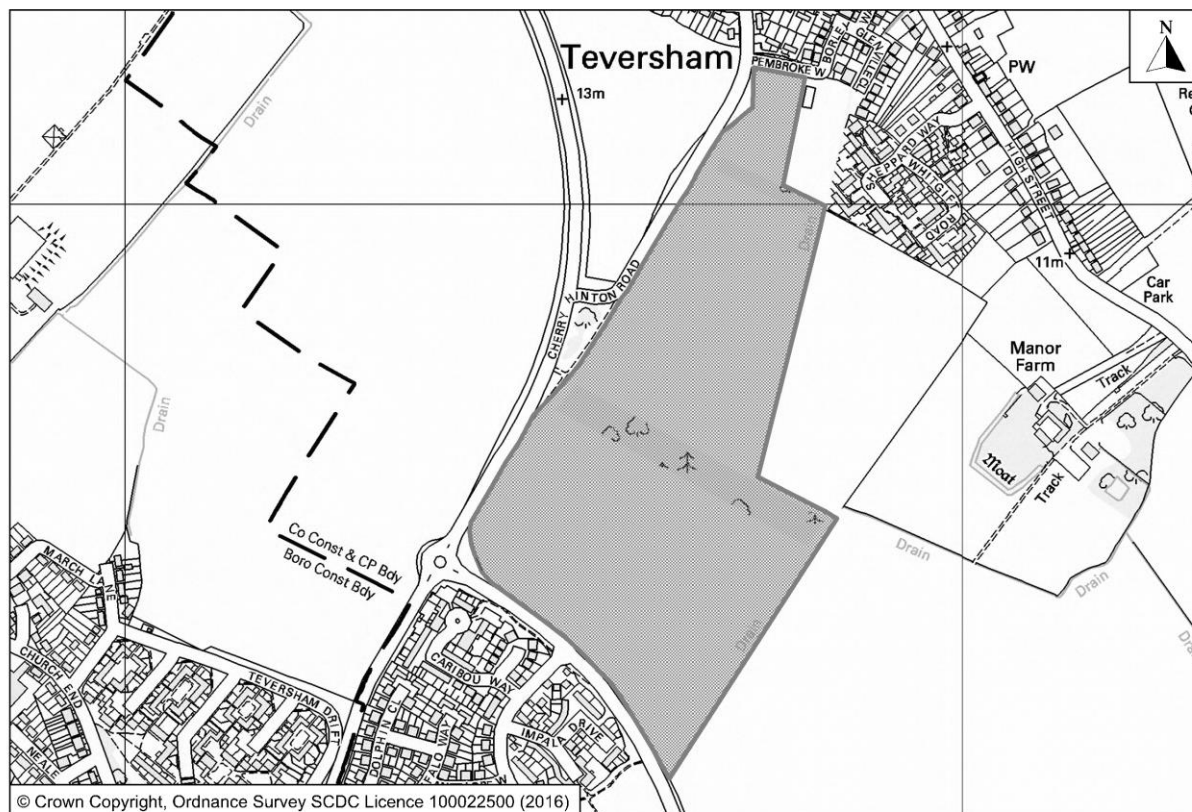
	etc?)		
Community Facilities	Will it encourage and enable engagement in community activities?		<p>GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible.</p> <p>No facilities lost, and no new facilities proposed directly as a result of the development.</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 would be difficult to develop such a site and integrate it into the built form of the village.</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>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>5.5km ACF from centre of site to South Cambridgeshire 005C (Bar Hill - Industrial Estate and Tesco)</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>
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>Minor Utilities Infrastructure improvements required, but constraints can be addressed. Electricity is likely to require local and upstream reinforcement. There is insufficient spare mains water capacity within the distribution zone to</p>

			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?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>The new extension at Swavesey Primary School will take its capacity to 330 places. This capacity will be taken up by developments already in the pipeline in the village. Any further expansion of the school will be difficult to mitigate on the existing site due to site and planning constraints. Further extensions would be difficult and expensive to build. A new, expanded, replacement school would require a site of approximately 2 hectares and would cost approximately £10M.</p> <p>A contribution towards additional secondary places will be required. Swavesey VC expansion of 150 places included in current capital programme, further expansion may be required depending on the level of growth.</p> <p>Promoter proposes that additional land is available for a primary school / early years facility.</p>
Distance: Primary School	How far is the nearest primary school?		<p>A = 400 - 800m</p> <p>568m ACF from centre of site to Swavesey Primary School</p> <p>Promoter proposes that additional land is available for a primary school / early years facility. This may change the score to Green.</p>
Distance: Secondary School	How far is the nearest secondary school?		<p>G = Within 1km (or site large enough to provide new)</p> <p>0.4km ACF from centre of site to Swavesey 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>
HQPT	Is there High Quality Public Transport (at edge of site)?		<p>RED = Service does not meet the requirements of a high quality public transport (HQPT)</p>
Sustainable Transport	Scoring mechanism has		<p>GREEN = Score 15-19 from 4 criteria below</p>

Score (SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		Total score of 13
Distance: bus stop / rail station			G = Within 600m (4) 424m to nearest bus stop ACF (Swavesey, Swavesey Village College, Grounds)
Frequency of Public Transport			A = Hourly service (2)
Public transport journey time to City Centre			G = 21 to 30 minutes (4) 23 minutes from Swavesey to St Ives.
Distance for cycling to City Centre			A = 10km to 15 km (3) 13.5km ACF from centre of site to Cambridge
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 1,2844m ACF from centre of site to Huntingdon 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 Although the site does not adjoin the road frontage, the promoter states that access to the site can be provided to the south-west of the Laragh Homes Development directly onto Fen Drayton Road. An initial highway assessment has indicated that there is sufficient capacity in local highway network and that appropriate visibility splays can be achieved. No capacity constraints identified, safe access can be achieved. The Highways Agency comment that most of the sites identified within this group are small in-fills, closely associated with existing settlements. It is realistic to assume that a substantial proportion of such sites could be accommodated in the short to medium term but it would be difficult to see more than a quarter of the identified capacity being deliverable.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Site Information	
Development Sequence	Group Village
Site reference number(s): SC098a	
Consultation Reference numbers: N/A	
Site name/address: Land to the east of Cherry Hinton Road, Teversham	

Map:



Site description: The site lies to the south of Pembroke Way and east of Cherry Hinton Road, on the southern edge of Teversham. The site adjoins residential development to the north and south, and agricultural land to the east. The western edge is constrained by Cherry Hinton Road, beyond which, further to the west lies Cambridge Airport. To the south the site is bound by Gazelle way. The site comprises agricultural land and the northern part is enclosed by hedgerow, whilst to the south of a dense tree belt, which runs across the middle of the site, it becomes more exposed.

Current use(s): Agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 17.9 ha.

Potential residential capacity: 269 dwellings (30 dph)

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

	land?		
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of 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. Part of the site falls within the Waste Consultation 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.
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 Noise issues - The West of the site is adjacent to Cherry Hinton Road and Marshalls Airport. Air and Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and wellbeing and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. Noise likely to influence the design / layout and number / density of residential premises. Therefore no objection in principle.
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) Adjoins Cambridge Airport. A contaminated Land Assessment will be required as a condition of any planning application.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation

BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		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)?		<p>AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p>Chalkland landscapes support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus's looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</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		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation

	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 South Cambridgeshire Village Capacity Study (1998) describes Teversham as lying 3 miles east of Cambridge, bordered by arable fields and with Cambridge Airport immediately to the west. This linear village has now been developed in depth, with several housing estates on its western side. The majority of the village edges abut open fields, but Manor Farm to the south and Allen's Farm to the north, provide a softer more enclosed boundary, with smaller fields and mature hedgerows. The landscape to the east is flat, comprising Teversham Fen. The parish church is at the northern end of the village in a wooded setting. The fields to the west separate Teversham from Cambridge.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Teversham. The site forms part of the setting of the SAM, Conservation Area and a Grade II Listed Building, but with careful design it should be possible to mitigate impact of development within Site 099 with landscape screening on southern edge.</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, no satisfactory mitigation measures possible.</p> <p>The South Cambridgeshire Village Capacity Study (1998) describes Teversham as lying 3 miles east of Cambridge, bordered by arable fields and with Cambridge Airport immediately to the west. This linear village has now been developed in depth, with several housing estates on its western side. The majority of the village edges abut open fields, but Manor Farm to the south and Allen's Farm to the north, provide a softer more enclosed boundary, with smaller fields and mature hedgerows. The landscape to the east is flat, comprising Teversham Fen. The parish church is at the northern end of the village in a wooded setting. The fields to the west separate Teversham from</p>

			<p>Cambridge.</p> <p>Development of this site would have a significant adverse effect on the landscape and townscape setting of Teversham. The site forms part of the setting of the SAM, Conservation Area and a Grade II Listed Building, but with careful design it should be possible to mitigate impact of development within Site 099 with landscape screening on southern edge.</p>
Green Belt	What effect would the development of this site have on Green Belt purposes?		<p>RED = Significant negative impact on Greenbelt purposes</p> <p>UPDATE INNER GREEN BOUNDARY STUDY 2015</p> <p>This sector plays a key role in the setting of the east of Cambridge, ensuring that Cambridge does not coalesce with Teversham or Fulbourn. It retains open countryside close to the edge of the city and provides visual relief from the urban edge. This sector prevents further sprawl of built development to the east of the city, ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. Sub area 14.2 also plays a role in the setting of the Conservation Area at Fulbourn Hospital.</p> <p>It is unlikely that any development within this sector could be accommodated without substantial harm to Green Belt purposes. Any form of development would affect the separation between Cambridge and both Teversham and Fulbourn, as well as between the two necklace villages. It would also affect the rural setting of the villages. Development within sub area 14.2 would also impact on the relationship with the Fulbourn Hospital Conservation Area. No Green Belt release should be contemplated in this sector.</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>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>Conservation Area – The Teversham Conservation Area lies 146m to the north. Adverse effect due to loss of important countryside setting on approach.</p> <p>Listed Buildings – Grade II Listed Manor</p>

	scheduled monuments)?		<p>Farmhouse, Fulbourn Road lies 290m to the south east. Major adverse effect on functional countryside setting of Manor Farmhouse and SAM.</p> <p>Non-statutory archaeological site - The site is located in the historic core of the village with evidence for medieval settlement to the north and a designated medieval moat to the east (SAM 33278). There is also evidence for Roman activity in the vicinity. Further information would be necessary in advance of any planning application for this site.</p> <p>The site forms part of the setting of the SAM, Conservation Area and a Grade II Listed Building, but with careful design it should be possible to mitigate impact of development within Site 099 with landscape screening on southern edge.</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?		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?		<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>0.73KM ACF from centre of site to Teversham Recreation Ground</p>
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		<p>GREEN = <400m or onsite provision</p> <p>289m ACF from centre of the site to land at Land south of Pembroke Way</p>
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		<p>A = 400 - 800m</p> <p>541m of nearest centre ACF (Teversham,</p>

	centre?		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 2,753m ACF from centre of site to Fulbourn Health Centre
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed). 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 The site would form a linear development along Cherry Hinton Road, effectively joining Teversham and Cherry Hinton, coalescing the two settlements.
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		GREEN = No effect or would support the vitality and viability of existing centres

	local centres?		
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km 1.4km 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
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated Contributions will be required. The development of this site for around 450 dwellings could generate a need for a number of early years places and a maximum of 160 primary school places and 113 secondary places. Any mitigation will depend on other developments in the vicinity and is linked to whether a new secondary school can be established on the east side of the city.
Distance: Primary School	How far is the nearest primary school?		GREEN: Site is beyond 726m from nearest primary school but is large enough to provide its own facilities.
Distance: Secondary School	How far is the nearest secondary school?		R = Greater than 3km 7.2km ACF from centre of site to Impington Village College
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Local link (off-road) alongside Airport Way / Cherry Hinton Road to west of site.
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		DARK GREEN = Score 19-25 Total score = 21

	and quality of public transport, and cycling. Scores determined by the four criteria below.		
Distance: bus stop / rail station			GG = Within 400m (6) 377m to nearest bus stop ACF (Teversham, Cherry Hinton Road, opp Marshalls Close)
Frequency of Public Transport			GG = 10 minute frequency or better (6)
Public transport journey time to City Centre			A = 31 to 40 minutes (3) Citi 1 from Gazelle way takes 34 minutes to Drummer street, Central Cambridge.
Distance for cycling to City Centre			GG = Up to 5km (6) 4.7km ACF from centre of site to Cambridge
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 3,453m from centre of site to Cambridge 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. Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. The Highway Authority has concerns about the suitability of Cherry Hinton Road to serve development of this size and about traffic impact on Cherry Hinton High street.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Site Information	
Development Sequence	Group Village
Site reference number(s): SC025a	
Consultation Reference numbers: N/A	
Site name/address: Land south of Bourn Bridge Road, Little Abington	

Map:



Site description: The site is on the western edge of Little Abington south of Bourn Bridge Road. To the north is open countryside up to and beyond the A1307. To the west is the A11(T) with large arable fields beyond. To the east is residential. South is an area of woodland adjacent to the River Granta and beyond is the Granta Park employment area.

There is a further SHLAA site to the north – Site 24 and to the south east – Site 26.

Current use(s): Arable land

Proposed use(s): 50 dwellings

Site size (ha): South Cambridgeshire: 2.5 ha.

Potential residential capacity: 57 dwellings (30dph)

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

Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of 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.
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>The site is close to Granta Park with medium to large sized industrial / commercial units / uses.</p> <p>Officers are currently investigating ongoing industrial noise associated with The Welding Institute at Granta Park (welding research & development) that is considered a statutory nuisance to existing residents in West Field and Church Lane Little Abington. The Institute are currently considering expensive and substantial noise mitigation measures to abate the existing noise nuisance which is particularly complex as it involves low frequency noise which is very difficult to mitigate. The proposals would bring residential closer to these noise sources and whilst mitigation may abate a noise nuisance to existing it may still be a problem if noise sensitive premises were closer. Noise is paramount material considerations in terms of health and well being and providing a high quality living environment.</p> <p>It is uncertain whether mitigation measures on the proposed development site alone can provide an acceptable ambient noise environment. Noise insulation / mitigation abatement measures could be required off-site at the industrial units but there is uncertain as to whether these would be effective. Such</p>

			<p>mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required and there are no guarantees that these can be secured. Without mitigation any detrimental economic impact on existing businesses should also be considered prior to allocation.</p> <p>Environmental Health currently object to this site and before any consideration is given to allocating this site for residential development it is recommended that this noise constraints are thoroughly investigated and duly considered / addressed including consideration of mitigation by undertaking noise impact / risk assessments in accordance with PPG 24 Planning and Noise and associated guidance in close liaison with The Welding Institute.</p> <p>Road Transport Noise A11 - The site is in close proximity to the A11. However it is likely that such a transport source can be abated to an acceptable level with careful mitigation: combination of appropriate distance separation, building orientation / positioning / design, internal habitable room layout, noise mitigation /attenuation and building noise insulation measures. Possible noise barrier / earth berm may be required. Noise may influence the design / layout and number / density of residential premises.</p> <p>Other environmental conditions (e.g. fumes, vibration, dust).</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?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and		<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>A County Wildlife Site follows the course of the River Granta.</p>

	locally designated sites)		
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>Biodiversity features/ Chalklands – These support species and habitats characterised by scattered chalk grassland, beechwood plantations on dry hill tops, willow and alder in wetter valleys, scrub of hawthorn and blackthorn with ivy or bramble beneath. Spring-fed fens, mires and marshy ground with reed, sedge and hemp agrimony occur along with small chalk rivers supporting watercrowfoots and pondweeds with reed sweet-grass at the margins with bullhead fish and occasional brown trout and water vole. Large open arable fields may support rare arable plants such as grass poly or Venus's looking-glass. Brown hare and typical farmland birds, such as linnet, yellow hammer and corn bunting also occur. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.</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>Along the eastern boundary of the site adjoining the rear gardens of West Field there is a group of protected trees. In the parkland between Little Abington church and the river there are groups of protected trees – this parkland adjoins the south - eastern boundary of the site.</p>
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			
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>Great and Little Abington are two villages separated only by the River Granta. They are set in the chalkland landscape of South Cambridgeshire with rolling hills framing the settlements. The South Cambridgeshire Village Capacity Study (SCVS) 1998 describes the landscape setting along the valley of the River</p>

			<p>Granta on approaching the villages as flat enclosed arable fields between the A11 (T), Cambridge Road and the dismantled railway. These fields abut the western edge of the village. By the river itself the land is more wooded and enclosed. The cricket ground and recreation ground combine to form a rural gap between the two settlements.</p> <p>The views of the villages from the approaches are mainly screened, both by hedgerows alongside the woods and also due to the mature trees and hedgerows around the settlement.</p> <p>The two villages form almost a complete crescent around the enclosed rural setting of the River Granta, creating an intimate and rural village setting.</p> <p>The site is within one of the flat enclosed arable fields to the west of Little Abington. The SCVCS identifies this as being a well defined but harsh edge to the village abutting houses – this well-defined edge is listed as a key attribute. The houses that abut the site have large gardens with well established hedges and some protected trees along their boundaries with the site. Views into the site are screened by these.</p> <p>To the south east of the site is woodland (Sluice Wood) which extends south to the River Granta and follows the southern boundary of the houses in West Field. This wooded area links with the protected trees in the parkland between Little Abington Church and the river. The SCVCS identifies this as a soft rural village edge with the River Granta and groups of woodland combining to create an intimate enclosed landscape.</p> <p>Along Bourn Bridge Road there is no physical boundary so there are uninterrupted views south across the site towards the wooded valley of the River Granta. There are open views from the site looking north across adjacent large arable fields.</p> <p>Development of this site would have a major adverse effect on the landscape and townscape setting of Little Abington because it would be the loss of land which creates an approach to the village with a rural character and would impact on the setting of a number of listed buildings including the Parish Churches of Little Abington and Great Abington as well as Great Abington</p>
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			<p>Hall which are all Grade II*. There would be loss of open landscape, which forms part of the Repton designed landscape to Abington Hall which incorporated the Churches.</p>
Townscape	<p>Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?</p>		<p>RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.</p> <p>Great and Little Abington are two villages separated only by the River Granta. They are set in the chalkland landscape of South Cambridgeshire with rolling hills framing the settlements. The South Cambridgeshire Village Capacity Study (SCVS) 1998 describes the landscape setting along the valley of the River Granta on approaching the villages as flat enclosed arable fields between the A11 (T), Cambridge Road and the dismantled railway. These fields abut the western edge of the village. By the river itself the land is more wooded and enclosed. The cricket ground and recreation ground combine to form a rural gap between the two settlements.</p> <p>The views of the villages from the approaches are mainly screened, both by hedgerows alongside the woods and also due to the mature trees and hedgerows around the settlement.</p> <p>The two villages form almost a complete crescent around the enclosed rural setting of the River Granta, creating an intimate and rural village setting.</p> <p>The site is within one of the flat enclosed arable fields to the west of Little Abington. The SCVCS identifies this as being a well defined but harsh edge to the village abutting houses – this well-defined edge is listed as a key attribute. The houses that abut the site have large gardens with well established hedges and some protected trees along their boundaries with the site. Views into the site are screened by these.</p> <p>To the south east of the site is woodland (Sluice Wood) which extends south to the River Granta and follows the southern boundary of the houses in West Field. This wooded area links with the protected trees in the parkland between Little Abington Church and the river. The SCVCS identifies this as a soft rural village edge with the River Granta and groups of woodland combining to create an intimate enclosed landscape.</p>

			<p>Along Bourn Bridge Road there is no physical boundary so there are uninterrupted views south across the site towards the wooded valley of the River Granta. There are open views from the site looking north across adjacent large arable fields.</p> <p>Development of this site would have a major adverse effect on the landscape and townscape setting of Little Abington because it would be the loss of land which creates an approach to the village with a rural character and would impact on the setting of a number of listed buildings including the Parish Churches of Little Abington and Great Abington as well as Great Abington Hall which are all Grade II*. There would be loss of open landscape, which forms part of the Repton designed landscape to Abington Hall which incorporated the Churches.</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>Conservation Area – lies to the south-east of the site. Major adverse effect on the setting of the CA due to the loss of the rural approach to the CA and of the open landscape, North Avenue and the wooded shelter belt forming part of the Repton designed landscape to Abington Hall at the core of the CA.</p> <p>Listed Buildings – To the north west of the site is The Temple café and restaurant – a Grade II listed building on the opposite side of Bourn Bridge Road – Major adverse effect on setting of Temple Farm due to loss of rural context. Little Abington church is a Grade II* listed building is to the south east of the site. Abington Hall is a Grade II* building within the Granta Park area south of the site – Major adverse effect on setting of group of buildings comprising Abington Hall and Parish Churches of Little Abington and Great Abington (Grade II*) due to the loss of open landscape, North Avenue and the wooded shelter belt forming part of the Repton designed landscape to Abington Hall which incorporated the Churches.</p> <p>Non-statutory archaeological site - Round</p>

			barrows and long barrows are known to the north and within this area. The area is also the site of the Babraham Water Meadows, constructed in the 16th century. We would object to the development of this site. It would not be possible to mitigate impacts on the earthworks associated with the medieval village because the County Archaeology Team has not indicated that this is achievable but instead have said that they would object to the development of the site.
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?		GREEN = Flood Zone 1 / low risk Flood Zone 1 and low risk of flooding from surface water.
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?		GREEN = <1km or onsite provision 0.75km ACF from centre of site to Great Abington Recreation Ground
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED = >800m 818m ACF from centre of the site to land at Great Abington Recreation Ground, High Street
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 584m of nearest centre ACF (Little Abington, Church Close)
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 3,988m ACF from centre of site to Sawston Health Centre
Key Local Facilities	Will it improve quality and range of key local		AMBER = No impact on facilities (or satisfactory mitigation proposed).

	services and facilities including health, education and leisure (shops, post offices, pubs etc?)		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

ECONOMY

Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use 0.9km ACF from centre of site to South Cambridgeshire 017C (Granta 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
Utilities	Will it improve the level of investment in key community services and		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

	infrastructure, including communications infrastructure and broadband?		
Education Capacity	Is there sufficient education capacity?		<p>AMBER = School capacity not sufficient, constraints can be appropriately mitigated</p> <p>There is no school at Little Abington. Primary pupils attend Great Abington Primary School. School capacity not sufficient, but significant issues can be adequately addressed</p>
Distance: Primary School	How far is the nearest primary school?		<p>R = >800m</p> <p>932m ACF from centre of site to Great Abington Primary School</p>
Distance: Secondary School	How far is the nearest secondary school?		<p>R = Greater than 3km</p> <p>3.9km ACF from centre of site to Linton 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>
HQPT	Is there High Quality Public Transport (at edge of site)?		<p>RED = Service does not meet the requirements of a high quality public transport (HQPT)</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 = 15</p>
Distance: bus stop / rail station			<p>GG = Within 400m (6)</p> <p>347m to nearest bus stop ACF (Little Abington, Cambridge Road, No 37)</p>
Frequency of Public Transport			<p>A = 30 minute frequency (3)</p>
Public transport journey time to City Centre			<p>A = 31 to 40 minutes (3)</p>
Distance for cycling to City Centre			<p>A = 10km to 15 km (3)</p> <p>11.8km ACF from centre of site to Cambridge</p>
Distance:	How far is the site		<p>R = >800m</p>

Railway Station	from an existing or proposed train station?		4,714m ACF from centre of site to Whittlesford 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>Regarding sites in Balsham / Castle Camps / Great Abington / Linton / Sawston area (estimated capacity 5513 dwellings on 22 sites) the Highway Agency comment that this group is made up predominantly of smaller in-fill or extension sites in and around smaller settlements. While some additional impacts could be felt on the SRN, particularly the M11 corridor, this group is perhaps less likely to threaten the efficient operation of the strategic road network (SRN).</p> <p>The Highway Authority has severe concerns with regards to the accident record of the A1307 and therefore before the proposed scheme comes forward a detailed analysis of access points onto the A1307 and A11 will need to be completed.</p> <p>For car journeys towards Cambridge vehicles are likely to use the A1307 passing through the busy A11 / A1307 junction close to the site.</p>
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		<p>AMBER = No impacts</p> <p>Small site, unlikely to offer significant improvements to sustainable infrastructure.</p> <p>As part of the A1307 study, being conducted by the City Deal team bus priority improvements on the corridor are being considered as one of the high level concepts. Concepts are anticipated to tie in with the Granta Park site to the north of this site and therefore provide a sustainable transport option should a HQPT solution of this nature come forward.</p>