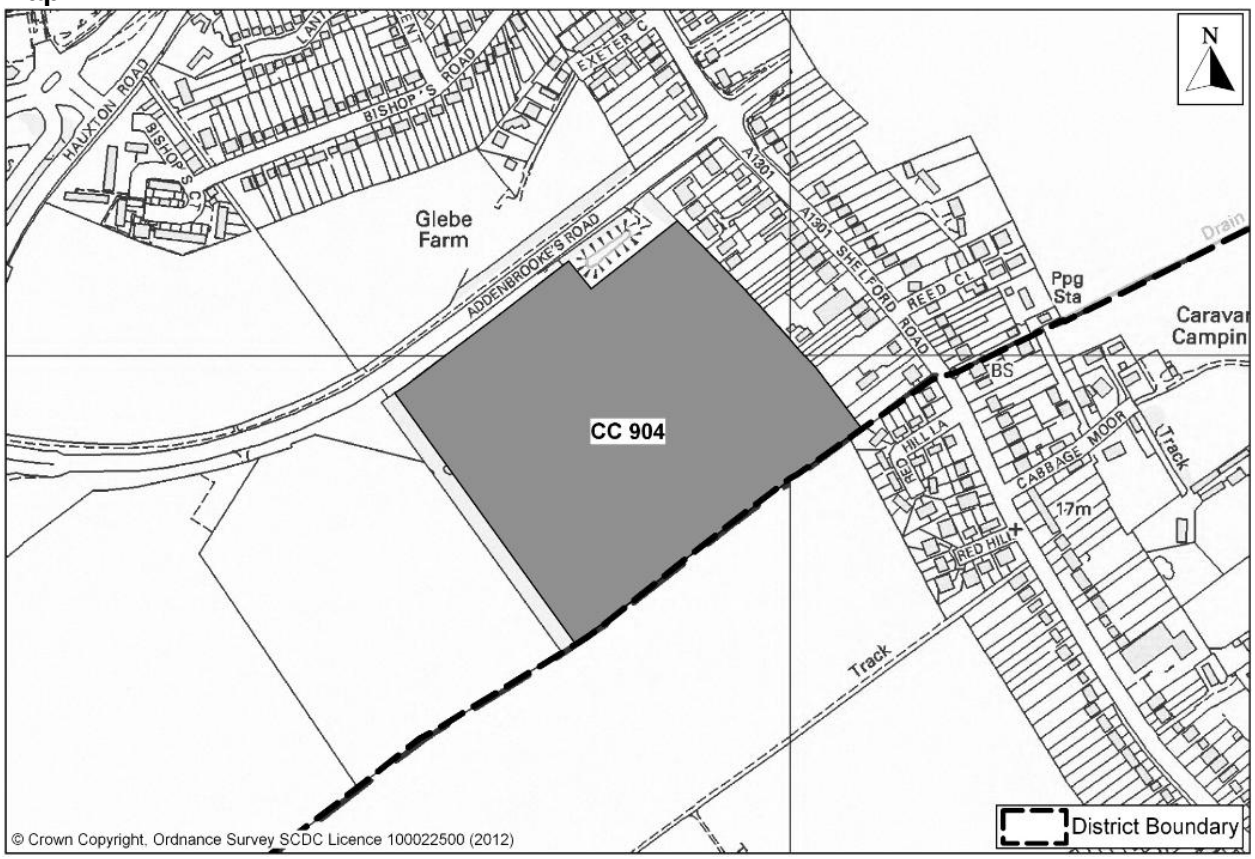
Site Information	
Development Sequence	**e.g. Edge of Cambridge (Broad Location 5)**
Site reference number(s): CC904	
Consultation Reference numbers: CC904	
Site name/address: Land East of Hauxton Road	
Map: 	
Site description: The site comprises large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees. The rear gardens of houses fronting Shelford Road are lined by a mature hedge with scattered trees.	
Current use(s): Agricultural.	
Proposed use(s): Residential.	
Site size (ha): Cambridge: 9.22	
Potential residential capacity: 310	

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?		AMBER = Minor loss of grade 1 and 2 land. Agricultural land of high grade (i.e. Agricultural Land Classification 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: 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?		AMBER = <1000m of an AQMA, M11 or A14. The submitted site is relatively close to the M11 and the A1309.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation. The site frontage to the Addenbrooke's Road will be the noisiest part of the site . Noise assessment and potential noise mitigation needed.
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		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

	interest, and geodiversity? (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)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. None on site but some close to eastern boundary.
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?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. Development would extend the urban edge westward, but because the site is on high ground, development would have a severe adverse impact on the setting of the City. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The majority of the sector was identified as connective landscape in the 2002 Green Belt Study by Landscape Design Associates. However, the new development occurring at Glebe Farm is creating a strong and recognisable new area of Cambridge, supporting the distinctive character of the city. The northern part of the sector forms the setting

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

			level, low density a soft green edge could mitigate. • Distinctive urban edge – amber: The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated; • Green corridors – green: The development site is not close to a green corridor; • Green Belt villages – green: No impact on Green Belt villages; • Landscape with a strongly rural character – amber: The landscape is not strongly rural, but there is a definite urban edge which should be preserved. Adequate mitigation would not be possible unless development restricted to low level, low density. Overall conclusion = red: The development site is on higher, open land and visible from areas to the west, south and southeast. Overall there would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The majority of this sector (sub area 8.1) plays a key role in the setting of the south of Cambridge, ensuring that the expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11 in contrast to the relationship with the A14 to the north of Cambridge. A distinctive gateway to the city is being created at Trumpington Meadows and Glebe Farm. Sub area 8.1 is also key in the separation between the edge of Cambridge and the necklace villages of Great Shelford, Hauxton and Little Shelford. However, sub area 8.2 plays a limited role in the Green Belt due to its enclosed nature and its close relationship with existing built form along Cambridge Road.
Heritage	Will it protect or enhance sites, features or areas of		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative

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

Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		AMBER = Adequate scope for integration with existing communities. Separated from existing communities by the Addenbrooke's Access Road and from the Park & Ride site by Hauxton Road. Distant from Great Shelford.
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		How far is the nearest main employment centre?

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

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

Site Information	Grange Farm CC916
Development Sequence	**Edge of Cambridge (Broad Location 1)**
Site reference number(s): CC916	
Consultation Reference numbers: CC916	
Site name/address: Grange Farm	
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	
Site size (ha): 44.03 South Cambridgeshire:00.00 Cambridge: 44.03	
Potential residential capacity: 991-1,486	

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

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

Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		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?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. 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. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – The M11 corridor is identified as being visually detracting and influencing the western

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

			• To preserve the unique character of Cambridge – red: site would have a medium impact on compactness; • Coalescence – red: There would be an impact on coalescence by decreasing the distance between the City and Coton; • Setting of Cambridge – red: the setting of the City would be negatively impacted by development by compromising the openness of the area, interrupting views to historic core, have a negative impact on setting and changing the soft green existing urban edge: • Key views of Cambridge – red: there are open, sometimes elevated, views of the site from the west and south. Existing clear views to historic and collegiate core of the City would be negatively impacted if development occurred on the site; • Soft green edge – red: the existing high quality, rural, soft green edge would be negatively impacted if development occurred on the site; • Distinctive urban edge – green: the existing edge is green. There would be no impact on the distinctive urban edge; • Green corridors – red: There would be a loss of land in a recognised green corridor south of the Coton footpath; • Green Belt villages – red: there would be impact on distribution, physical separation, setting, scale and character of Coton village; • Landscape with a strongly rural character – red: The landscape is strongly rural despite being on the urban edge, adjacent to West Cambridge and the M11. Development would have a negative impact. Overall conclusion = red red: development of this site would have a significant negative impact on the purposes of Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city and prevents the

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

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

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 3),**
Site reference number(s): CC924	
Consultation Reference numbers: CC924	
Site name/address: Land West of Trumpington Road	
Map: 	
Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.	
Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields	
Proposed use(s): Residential	
Site size (ha): 45.30ha Cambridge only:	
Potential residential capacity: 1019-1529	

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

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

	locally designated 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)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, 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. There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the

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

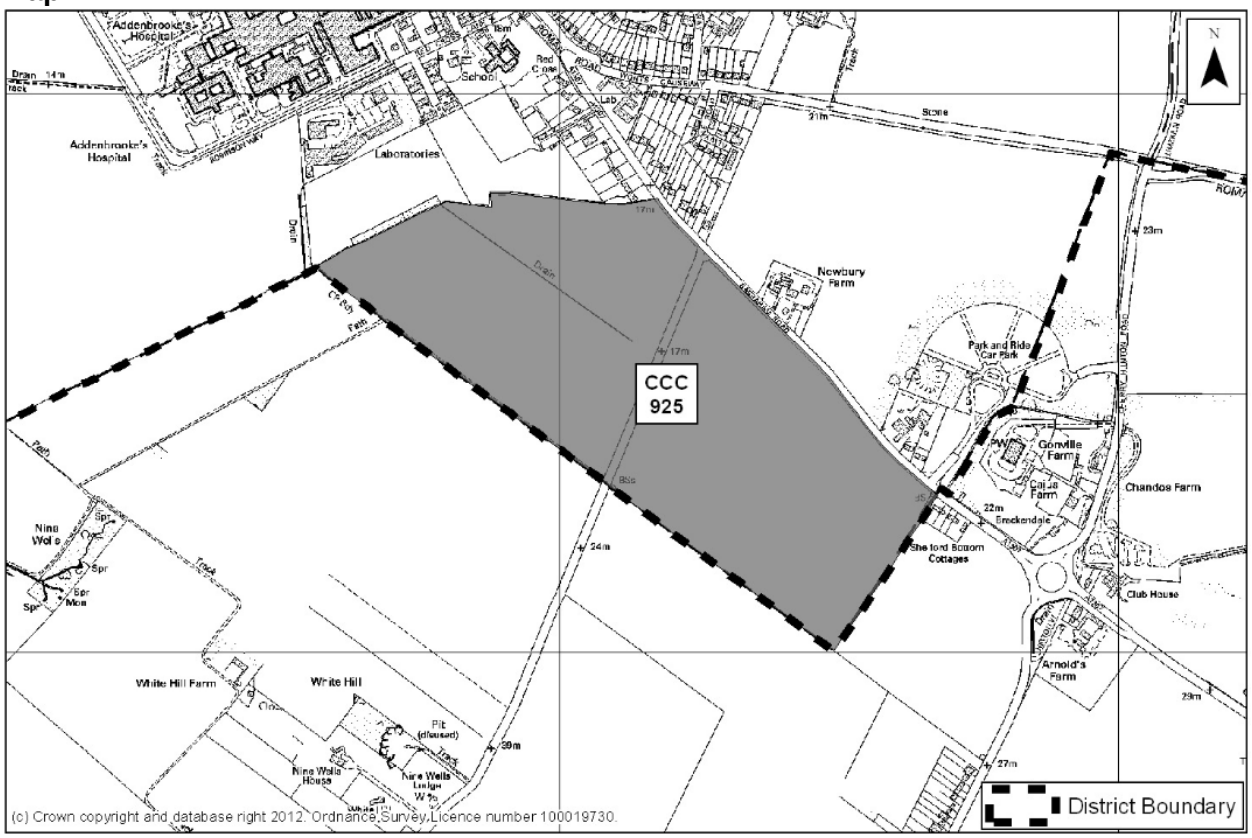
			• Green Belt villages – green: No impact; • Landscape with a strongly rural character – red: The landscape has a rural character despite being on the urban edge. Overall conclusion = red, red: Development on this site has potential to have a severe negative impact. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study. The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
CLIMATE 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)?		Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
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. Approximately 10% of the site is within 400-800m (as the crow flies) of Grantchester Street, Newnham local centre. An additional 10% is within 400-800m of Trumpington local centre. The remaining 80% of the site is beyond 800m of a local centre. The site has been scored amber as it is large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		A =400 - 800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range		AMBER = No impact on facilities (or satisfactory mitigation proposed).

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 6),**
Site reference number(s): CC925	
Consultation Reference numbers: CC925	
Site name/address: Land South of Addenbrookes and Southwest of Babraham Road	
Map: 	
Site description: Large agricultural fields split by Granham's Road. To the north is Queen Edith's Ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham park and ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.	
Current use(s): Agriculture	
Proposed use(s): Residential	
Site size (ha): 0.00 ha South Cambridgeshire: 39.80ha Cambridge	
Potential residential capacity: 896-1343	

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

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

	environment?		
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation.
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?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. The proposed development site would extend the urban edge south-westward making it visible from all direction. The development would have a severe negative impact on the setting of the city. UPDATE INNER GREEN BELT

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

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

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

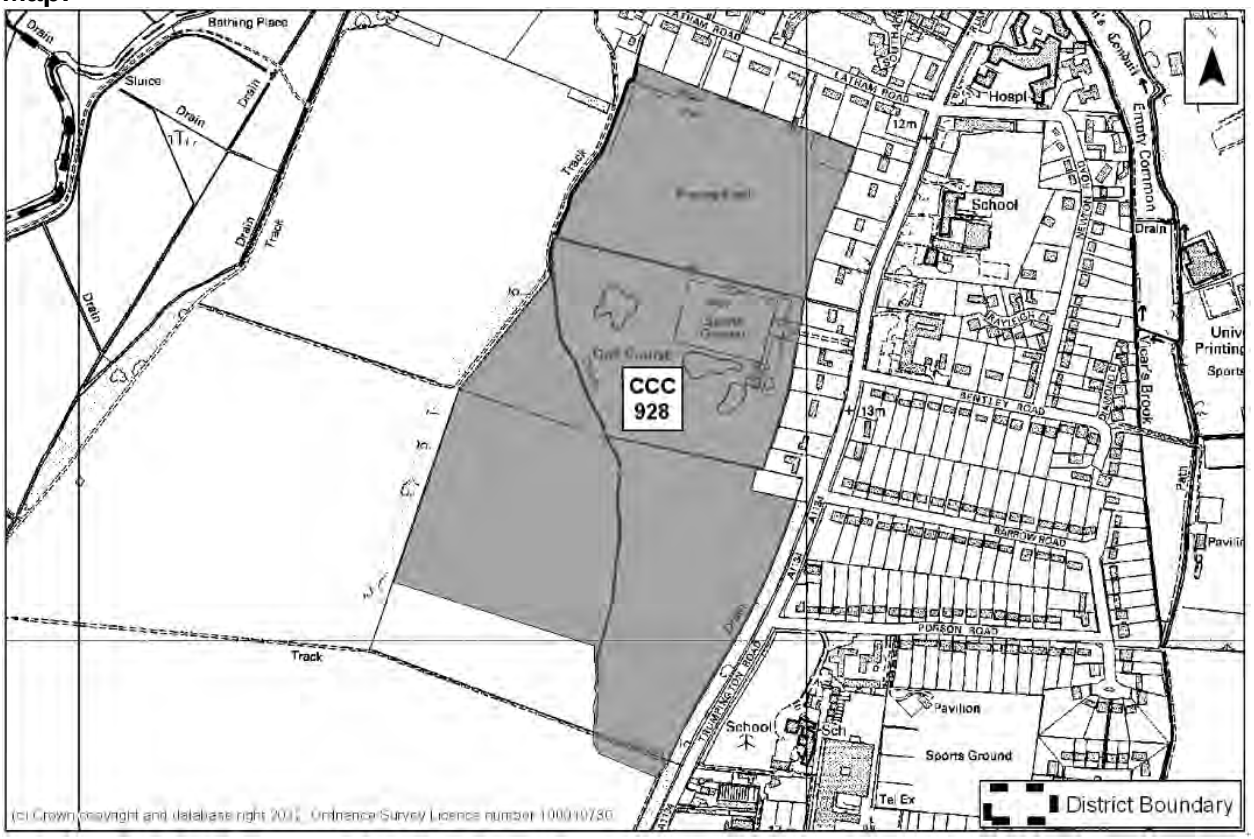
	property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?		mitigation required which could impact on achievable site densities as greater level of green infrastructure required. The northern part of the site is also located within Flood Zone 3 and as such would score a red for fluvial flood risk.
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 probably large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs		AMBER = No impact on facilities (or satisfactory mitigation proposed).

	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: 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.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Wulfstan Way, but this is a considerable distance. The distance to Wulfstan Way would mean that a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use. 75% of site is within 1km of an employment 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
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 3),**
Site reference number(s): CC928	
Consultation Reference numbers: CC928	
Site name/address: Trumpington Road West Amended	
Map:	



Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.
Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields
Proposed use(s): Residential
Site size (ha): 32.8ha Cambridge only:
Potential residential capacity: 1,107

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

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

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

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

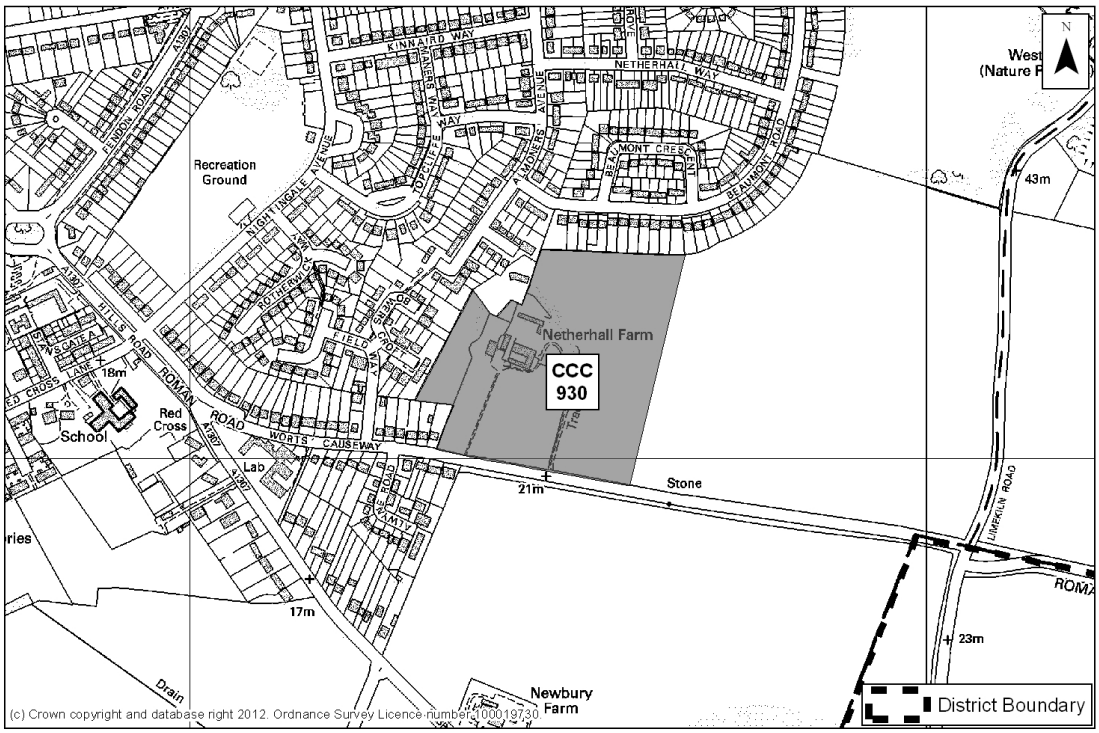
			would be an impact on distribution, physical separation, setting, scale and character of Green Belt villages; • Landscape with a strongly rural character – amber: The landscape has a rural character despite being on the urban edge. However, the current sports uses lessen the rural characteristics. Overall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

			The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected. Almost every dwelling north of the and on the south side of Latham Road is a Building of Local Interest. Mitigation of the impact on these BLI's would require very careful consideration.
CLIMATE 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)?		Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
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. Most of the site is further than 800m from local centres at Trumpington and Granchester Street. The site has been scored amber as it is probably large enough to support its own facilities.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		A =400 - 800m

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

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

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

Site Information	
Development Sequence	**e.g. Edge of Cambridge (Broad Location 7 – Land between Babraham Road and Fulbourn Road)**
Site reference number(s): CC930	
Consultation Reference numbers: GB1	
Site name/address: Land north of Worts' Causeway	
Map: 	
Site description: Arable open fields, meadow and farm buildings north of Worts' Causeway.	
Current use(s): Farm buildings and agriculture.	
Proposed use(s): Residential	
Site size (ha): South Cambridgeshire: 0 Cambridge: 7.33	
Potential residential capacity: 247	

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

	best and most versatile agricultural land?		Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. An air quality assessment would be required.
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 Noise issues – the frontage will be the noisiest part of the site from the road. If the existing farm is to remain, noise from plant at the farm may affect proposed residential development. Noise assessment and potential noise mitigation needed.
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. The site has been used for agricultural purposes.
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?		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site includes Netherhall Farm Meadow which is a valuable County Wildlife Site, and

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

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

			and included landscape buffers; • Key views of Cambridge – amber: views of the site from the west are partially screened by existing vegetation to the west of the site; • Soft green edge - amber: there is a lesser quality existing soft green edge to Beaumont Road (garden boundaries) which could be replicated and improved to the west of the site; • Distinctive urban edge – green: no effect on distinctive urban edge; • Green corridors – green: there would be no loss of land associated with a recognised green corridor; • Green Belt villages – green: the proposed development would not affect Green Belt villages; • Landscape with a strongly rural character – amber: the landscape is agricultural but has a strong urban edge. Opportunities to mitigate. Overall conclusion = amber: although the development of the site would negatively affect Green Belt purposes, there would be opportunities to mitigate. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows:

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

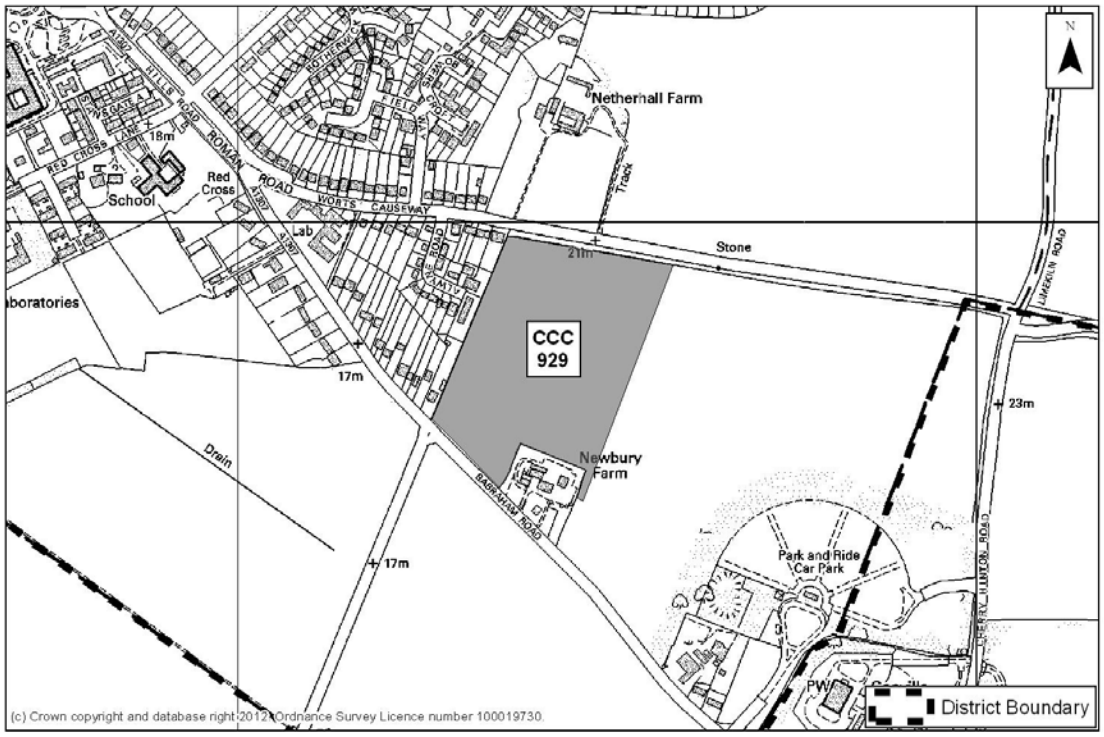
	social costs)?		achievable densities as greater level of green infrastructure required.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assuming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

Facilities	and enable engagement in community activities?		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. Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration possibly in conjunction with site CC929 to the south (GB2).
ECONOMY			
Deprivation (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 is 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, which is a relatively small local centre and between 400 and 800m away from the site. Additional population at this site may help to further support this local centre.
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

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

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

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

Site Information	
Development Sequence	**e.g. Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road**
Site reference number(s): CC929	
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.	
Current use(s): Agriculture	
Proposed use(s): Residential	
Site size (ha): South Cambridgeshire: 0 Cambridge: 6.8	
Potential residential capacity: 230	

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

	versatile agricultural land?		
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		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. Plant at existing farm and 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.
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		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site adjacent to Netherhall Farm Meadow County Wildlife Site and Worts' Causeway Protected Roadside Verge. Sites potentially

	International and locally designated sites)		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)?		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links 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.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure 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.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the

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

			to the west of the site; • Distinctive urban edge – Green: No effect on distinctive urban edge; • Green corridors – Green: There would be no loss of land associated with a recognised green corridor; • Green Belt villages – Green: The proposed development would not affect Green Belt villages; • Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate. Overall amber: although development of the site would negatively affect Green belt purposes there would be opportunities to mitigate. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city.

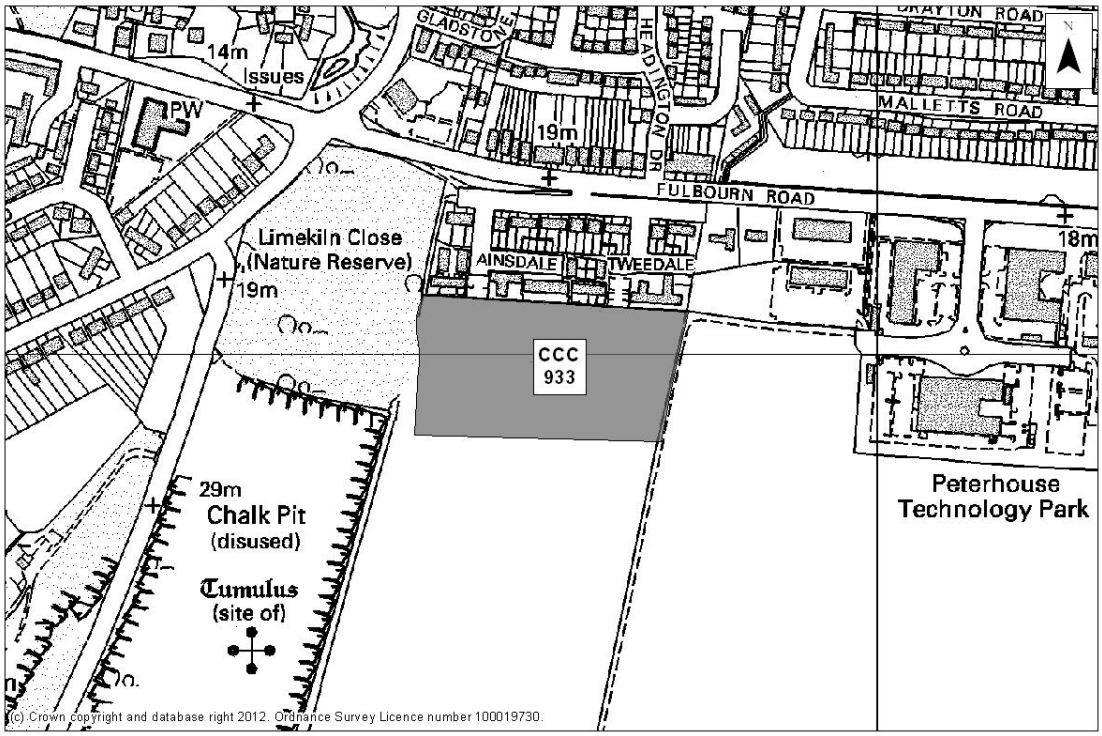
			• A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Extensive late prehistoric and Roman cropmarked sites known. A pre-development archaeological survey should be required.
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)?		AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required.
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 allocation is not housing
Distance: Play	How far is the		AMBER =400 -800m

Facilities	nearest play space for children and teenagers?		
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		R =>800m
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable 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. 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		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of

	deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		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?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to be made for. For smaller sites this is likely to be off site.
Distance: Primary School	How far is the nearest primary school?		R =>800m
Distance:	How far is the		A =1 to 3 km

Secondary School	nearest secondary school?		
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. 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.
HQPT	Is there High Quality Public Transport (at edge of site)?		RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25
Distance: bus stop / rail station			G = Within 600m (4)
Frequency of Public Transport			GG = 10 minute frequency or better (6)
Public transport journey time to City Centre			G = 21 to 30 minutes (4)
Distance for cycling to City Centre			GG = Up to 5km (6) 3.55km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The site has direct access from Babraham Road, but third party land appears to separate the site from Worts' Causeway.

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

Site Information	
Development Sequence	**Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road**
Site reference number(s): CC933	
Consultation Reference numbers: GB3	
Site name/address: Fulbourn Road South	
Map: 	
Site description: Arable open field south of Fulbourn Road	
Current use(s): Agriculture	
Proposed use(s): Employment	
Site size (ha): South Cambridgeshire: 0 Cambridge: 2.3	
Potential residential capacity: n/a	

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

	versatile agricultural land?		
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. An air quality assessment would be required.
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 Noise and vibration: Some industrial/ commercial uses and associated plant may impact on adjacent residential. This will require assessment and mitigation. Light pollution: Some industrial/commercial uses are likely to have security and floodlighting which will require assessment and mitigation. Other agencies should be consulted regarding the impact on wildlife, night sky and the County Council regarding impact on public highway. Odour: Industrial /commercial uses can have odour impacts that may impact on nearby properties and will require mitigation.
Contamination	Is there possible 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 adjacent to a former quarry.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated	Will it conserve		AMBER = Contains or is adjacent to an

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

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

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

			• Green Belt villages – Green: there would be no impact on Green Belt villages; • Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character. Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area (Sector 12, sub-area 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1, in which site GB3 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters: • Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills. • The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park. • Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the

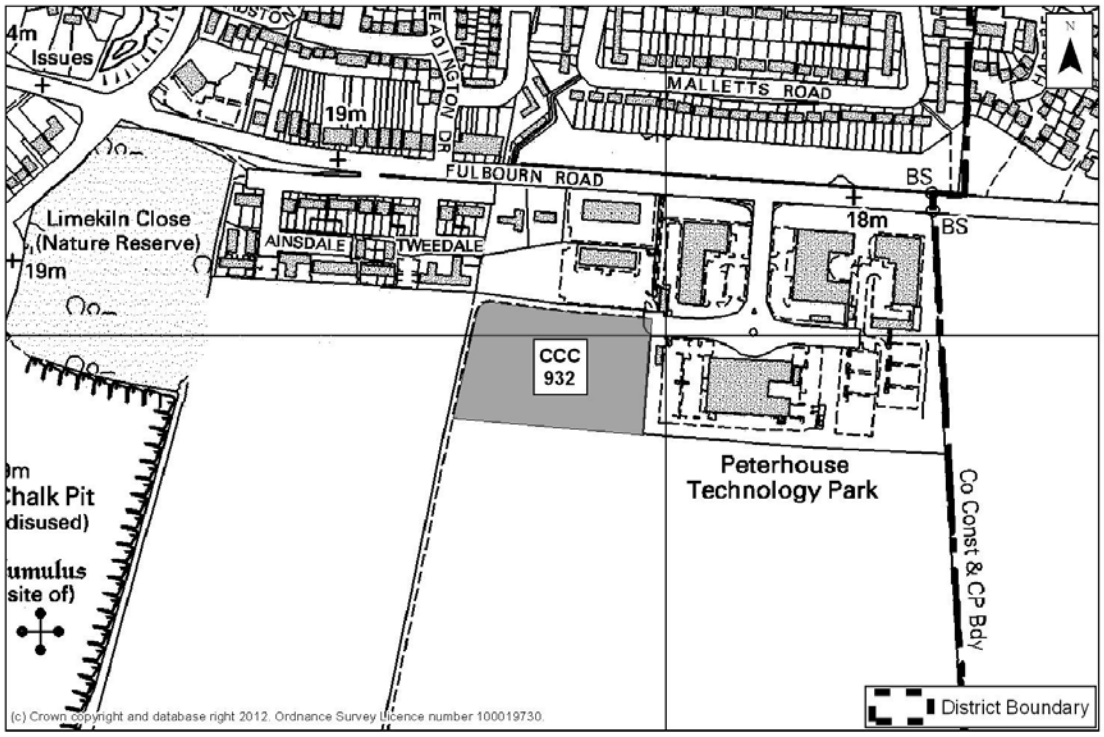
			countryside. • The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: • Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed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

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

	community activities?		
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		AMBER = Adequate scope for integration with existing communities Development could feel isolated from existing community, although any issues could be overcome with good urban design and site connectivity.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge Site is in Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA).
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 fairly large and performing well. Additional population at this site may help to support this centre.
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		GG = Development would significantly enhance employment opportunities As a result of the consolidation of ARM on one campus, development at this site should enhance employment opportunities by freeing up employment space elsewhere in the area.
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 appropriate utility infrastructure.

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

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

Site Information	
Development Sequence	**e.g. Edge of Cambridge Broad Location 7 - Land Between Babraham Road and Fulbourn Road**
Site reference number(s): CC932	
Consultation Reference numbers: GB4	
Site name/address: Fulbourn Road West 2	
Map: 	
Site description: Arable open field south of Fulbourn Road.	
Current use(s): Agriculture	
Proposed use(s): Employment	
Site size (ha): South Cambridgeshire: 0 Cambridge: 1.4	
Potential residential capacity: n/a	

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

	agricultural land?		between Grade 2 and Grade 3 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. An air quality assessment will be required.
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 Noise and vibration: Site adjoins Peterhouse Technology Park. Some industrial and commercial uses and associated plant may impact on adjacent commercial properties and residential. This will require assessment and mitigation Light pollution: Some Industrial/commercial uses are likely to have security and floodlighting which will require assessment and mitigation. Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways. Odour: Some industrial /commercial uses can have odour impacts that may impact on nearby properties and will require mitigation.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. The site is adjacent to an industrial/ commercial estate.
Water	Will it protect and where possible enhance the quality of the water		GREEN = No impact / Capable of full mitigation

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

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

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

			would be no impact on Green Belt villages; • Landscape with a strongly rural character – Green: The site is to the west of the Technology Park and not strongly rural in character. Overall conclusion – Amber: If development were restricted to low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area (Sector 12, sub-area 12.1), plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to all views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extent further than it is at present. The study does, however, note that limited development on the relatively flat ground in the north of sub area 12.1, in which site GB4 is located, could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed to the following parameters: • Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills. • The boundary of any land released along the northern edge of sub area 12.1 should extend no further south than the existing southern edge of Peterhouse Technology Park. • Any new development on land released from Green Belt should be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

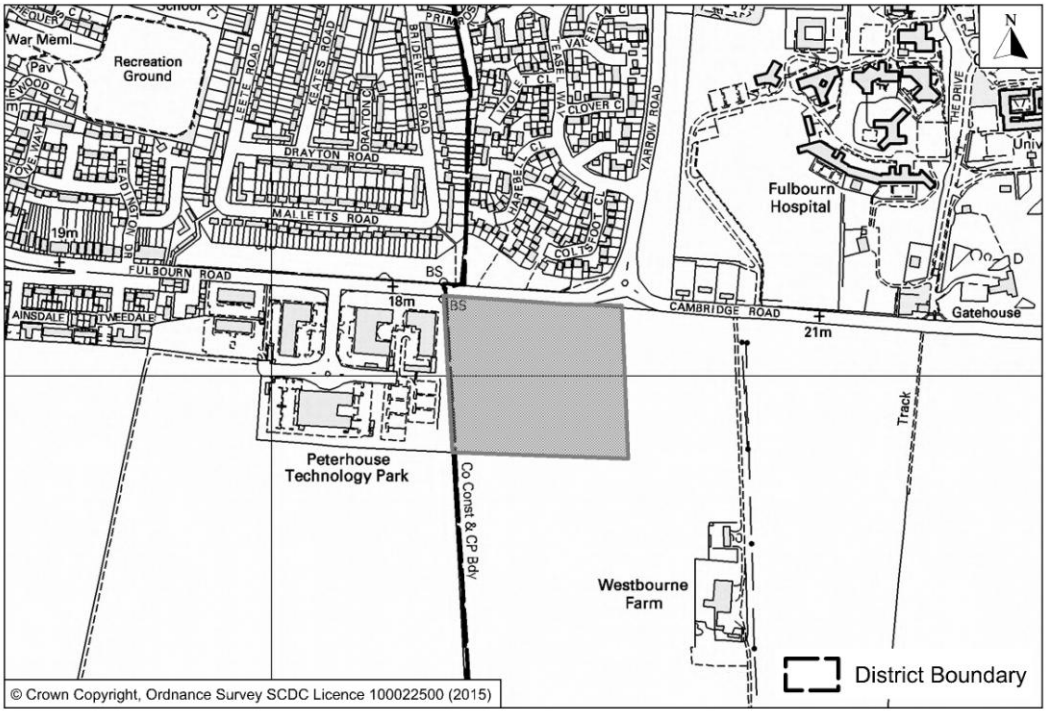
			• The scale and grain should be similar to the existing development on this edge of Cambridge. These parameters would avoid significant harm as follows: • Any new development would extend no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to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

	economic, environmental and social costs)?		
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 allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		A =400 - 800m Approx. 20% of the site is within 400m and the remainder within 400-800m (as the crow flies) of Cherry Hinton High Street local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable		GREEN = Development would not lead to the loss of any community facilities or

	engagement in community activities?		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. Note the development is for employment.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge Site is in Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA).
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 Cherry Hinton High Street. The centre is fairly large and performing well. Additional population at this site may help to support the centre.
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		GG = Development would significantly enhance employment opportunities As a result of the consolidation of ARM on one campus, development at this site should enhance employment opportunities by freeing up employment space elsewhere in the area.
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 infrastructure required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.

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

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

Site Information	
Development Sequence	**e.g. Edge of Cambridge Broad Location No. 7 Land between Babraham Road and Fulbourn Road**
Site reference number(s): SC300	
Consultation Reference numbers: GB5	
Site name/address: Fulbourn Road East	
Map: 	
Site description: Arable open fields and chalk grassland south of Fulbourn Road to the north of the Gog Magog Hills.	
Current use(s): Agricultural land.	
Proposed use(s): Employment.	
Site size (ha): South Cambridgeshire: 4.29 Cambridge: 0 Update – Inner Green Belt Boundary Study 2015 advises that the site area does not extend beyond the Yarrow Road roundabout.	
Potential residential capacity: n/a	

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

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 Approx. 70% of the site on Grade 2 land, 30% on urban land, but resulting loss would be less than 20ha.
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. An air quality assessment will be required.
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 Noise and vibration: Some industrial and commercial uses and associated plant may impact on adjacent commercial properties and near by residential. This will require assessment and mitigation. Light pollution: Industrial/commercial uses are likely to have security and floodlighting which will require assessment and mitigation. Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways. Odour: Some industrial /commercial uses can have odour impacts that may impact on nearby properties and will require mitigation.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)

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

	and green spaces, through delivery of and access to green infrastructure?		The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include excavation of the sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land. Development will also be required to create a landscaped buffer where the site adjoins existing housing and the early establishment of a generous landscaped edge to the south of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, Cherry Hinton Pit SSSI and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – Sector 13 is assessed to be supportive landscape. The report does however, note that any impacts on landscape and townscape are capable of mitigation in that any new development should: • "be designed to create a robust, permanent edge to the city in this sector. The new urban edge should be planted to create a soft green edge to the city, to help integrate built form and to minimise the urbanising effects of development on the countryside.

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

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

			rural character. Its development would have a negative impact on this character. Overall conclusion – Amber: If development were confined to the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 - This sector (Sector 13, sub area 13.1) plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital. The report does, however, that limited development on the relatively flat ground in the north west of sub area 13.1, in which Site GB5 is located, could be undertaken without significant long-term harm to the Green Belt if carefully planned and designed in accordance with the following parameters: • Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills. • The boundary of any land released in the north western corner of sub area 13.1 should extend no further than the existing southern edge of Peterhouse Technology Park and no further east than the Yarrow Road roundabout. • Any new development on land released from Green Belt should be

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

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

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

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 3),**
Site reference number(s): CC924	
Consultation Reference numbers: CC924	
Site name/address: Land West of Trumpington Road	
Map: 	
Site description: Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.	
Current use(s): Agriculture, Golf Course, Football Ground, and Playing Fields	
Proposed use(s): Residential	
Site size (ha): 45.30ha Cambridge only:	
Potential residential capacity: 1019-1529	

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

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

	locally designated 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)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation. There is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
LANDSCAPE, 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. There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sub area is considered to be Supportive landscape. It forms the rural landscape setting to Cambridge in views from the west and south west, and provides separation between the edge of Cambridge and the

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

			• Green Belt villages – green: No impact; • Landscape with a strongly rural character – red: The landscape has a rural character despite being on the urban edge. Overall conclusion = red, red: Development on this site has potential to have a severe negative impact. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south west of Cambridge, ensuring that the city remains compact and that the historic core remains large in comparison to the size of the city as a whole. It retains open countryside close to the centre of the city, with the green corridor of the River Cam extending into the core, and prevents the sprawl of built development towards Grantchester and the M11. This helps to retain the distinctive separation between the edge of the city and the M11, in conjunction with the adjacent sectors 4, 5 and 7, as well as to retain the rural setting of Grantchester as a necklace village. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study. The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
CLIMATE 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)?		Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
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. Approximately 10% of the site is within 400-800m (as the crow flies) of Grantchester Street, Newnham local centre. An additional 10% is within 400-800m of Trumpington local centre. The remaining 80% of the site is beyond 800m of a local centre. The site has been scored amber as it is large enough to support a new local centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		A =400 - 800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m. Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Key Local Facilities	Will it improve quality and range		AMBER = No impact on facilities (or satisfactory mitigation proposed).

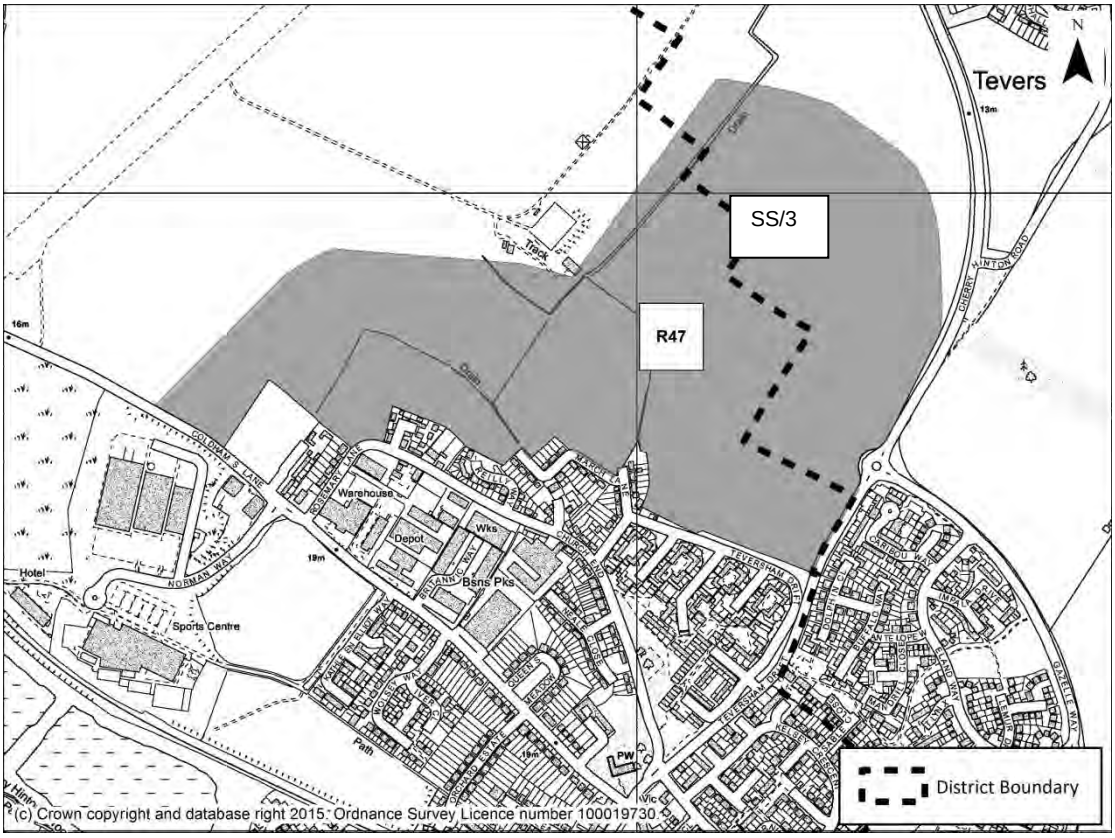
	of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate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

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Existing Allocation)**
Site reference number(s): R47 and land allocated in policy SS/3	
Consultation Reference numbers: R47 and land allocated in Policy SS/3	
Site name/address: Land north of Cherry Hinton	
Map:	



Site description: Open agricultural and airport land to the southeast of Cambridge Airport and north of Church End, Coldham's Lane and Cherry Hinton, adjacent to proposed site allocation R41: Land north of Coldham's Lane.	
Current use(s): Agriculture and airport uses.	
Proposed use(s): Residential and associated uses including a local centre, schools and open space.	
Site size (ha): 46.83 ha. - South Cambridgeshire: 15.83 ha. Cambridge: 31.00 ha.	
Potential residential capacity: 1,200 dwellings in total with 780 in Cambridge and 420 in South Cambridgeshire.	

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

Land	development lead to the loss of the best and most versatile agricultural land?		grade 1 and 2 and land Approximately half 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?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. The site would be a significant trip generator (and therefore add to local emissions) and would require an Air Quality Impact Assessment under current policies and likely to require mitigation to meet policy objectives.
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)?		**Noise and vibration**: Receptor: Amber: The site is adjacent to the Airport fire training facilities. Fire training is undertaken and can include lighting fires, fire engine and planting equipment noise that may cause an adverse impact on amenity. The Amber score is conditional on the relocation of the facility. Receptor: Amber: Site near Cambridge Airport - noise from aircraft movements including flight school and helicopters, commercial activities including engine testing as well as traffic noise from Coldham's Lane will require assessment as part of the planning application process. Mitigation measures including detailed layout and design of the development and specific mitigation measures within the built fabric of development as may be necessary. Generator Green: No adverse impact or capable of full mitigation. **Light pollution:** Receptor: Amber: There could be adverse light impacts from the fire training sessions under dark light conditions. Generator: Amber: Potential for external

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

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

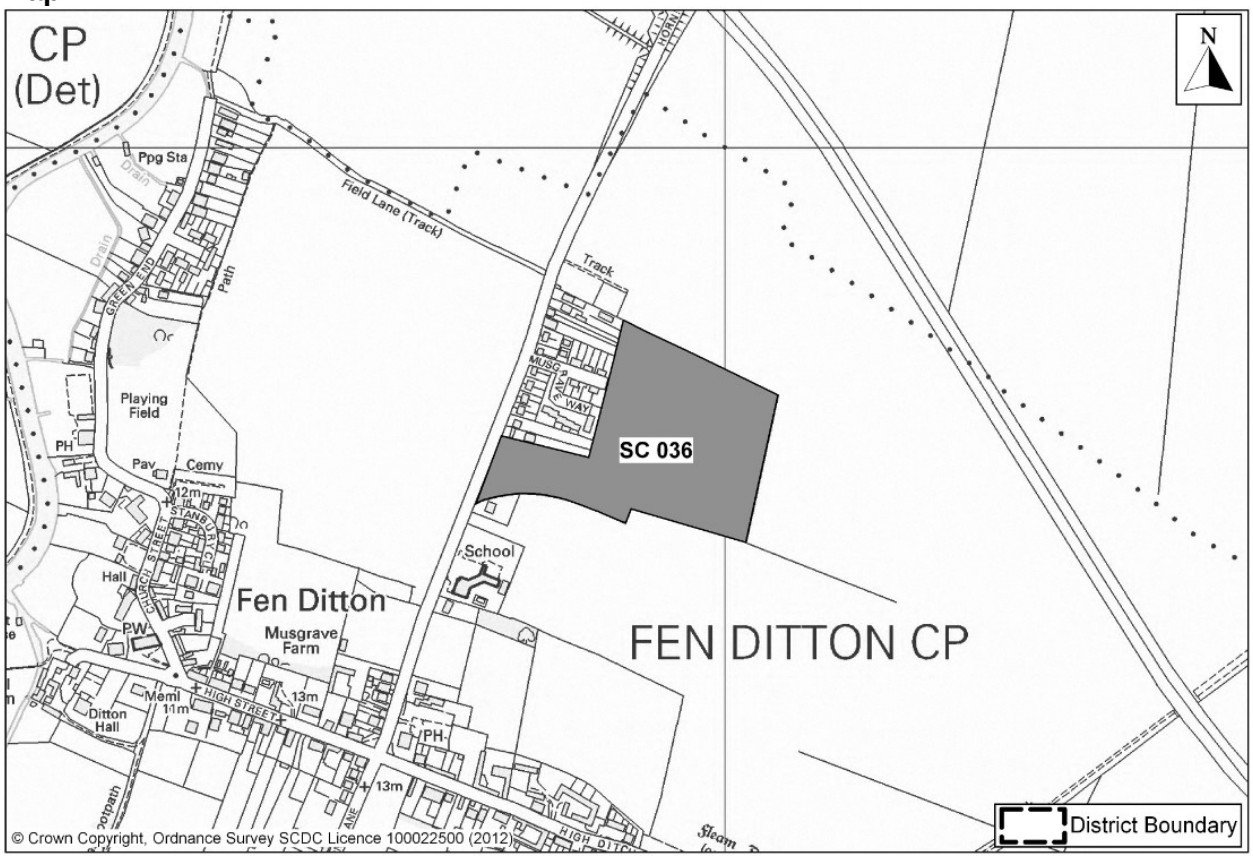
	and scale of development?		
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes. The site is not in the Green Belt. Green Belt site was released as part of the 2006 Cambridge Local Plan & Cambridge East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

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

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 9),**
Site reference number(s): SC036	
Consultation Reference numbers: SC036	
Site name/address: Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)	
Map: 	
Site description: The site is located to the east of Horningsea Road, on the north eastern edge of Fen Ditton. The site forms an inverted 'L' shape to the south and west of a small group of residential properties, and a further residential property lies to the south. It is surrounded on all other sides by open agricultural land and is very visible from higher ground. The site comprises two areas of land; with allotments in the southern part and agricultural land to the rear of the residential properties. The allotments are well screened from the road by dense hedgerows and there is a hedgerow along the southern boundary. The eastern and parts of the northern boundary are exposed to views across the wider landscape, as is the agricultural land to the rear of the residential properties.	
Current use(s): Allotments and agricultural	
Proposed use(s): 216 dwellings with public open space	
Site size (ha): South Cambridgeshire: 5.36 Cambridge: 0.00	
Potential residential capacity: 120	

LAND			
PDL	Would 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: Just under half of the site is Grade 2, the rest Grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		GREEN = Minimal, no impact, reduced impact.
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? AMBER = <1000m of an AQMA, M11 or A14. Within 260m at closest point.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation. Significant Road Transport noise.
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		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species,

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

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

	purposes?		urban area into a rural landscape. • To preserve the unique character of Cambridge – red; • Coalescence – amber: The site would introduce a significant area of development directly to the north of Fen Ditton and would close one of the green gaps separating the village from the city. The perception of remaining separation would also be reduced; • Setting of Cambridge – red: The site would introduce a substantial area of development into the foreground of the city setting when viewed from the north and east; • Key views of Cambridge – green: The site does not directly affect key vies of Cambridge which lie to the west of the site; • Soft green edge – amber: The edge of Cambridge is formed by a skyline of trees and hedges, with Fen Ditton in the foreground and development would not directly affect it. However greatly increase the proportion of built form when viewed from the north and east; • Distinctive urban edge – green: The urban edge lies to the south of Fen Ditton; • Green corridors – green; • Green Belt villages – red, red: The Development introduces an substantial and highly visible extension to Fen Ditton into an area of supportive landscape; • Landscape with a strongly rural character – red: The development would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east. Although not completely joining Fen Ditton to Cambridge green separation would be closed leaving only a short gap to the south of the village. Overall conclusion = red, red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant urban area into

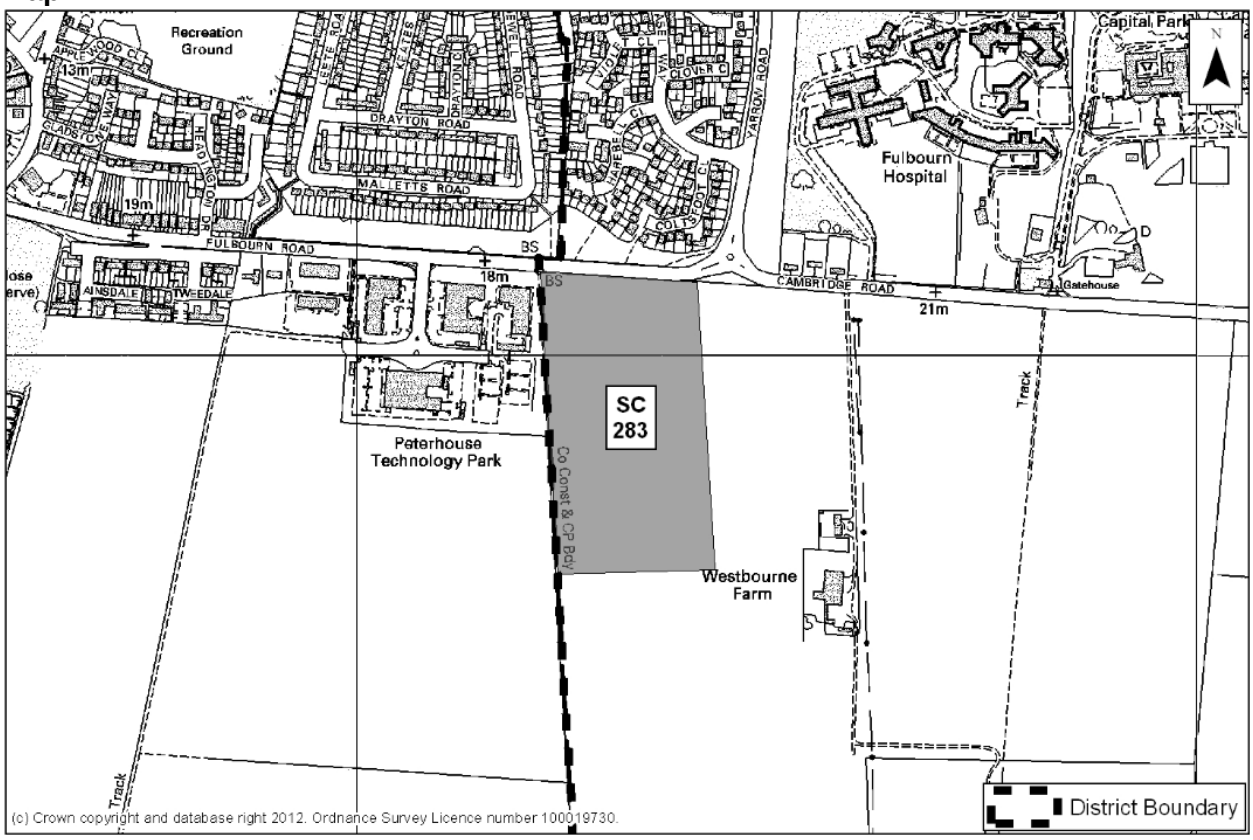
			a rural landscape. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the north east of Cambridge, and the approach to both the Fen Ditton and Cambridge along the B1047 from the north. Sub area 1 plays an essential role in the separation between Fen Ditton and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

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

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

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 7),**
Site reference number(s): SC283	
Consultation Reference numbers: SC283	
Site name/address: Land south of Cambridge Road Fulbourn, Cambridge	
Map: 	
Site description: Arable fields, some with hedges and trees, to the south of Cambridge Road. The land rises up to the south towards the Gog Magog Hills. Overlaps SHLAA site 911 in Cambridge. Adjoins sites 283.	
Current use(s): Agriculture Arable Crop	
Proposed use(s): Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge comprising approximately 2829 dwellings, R&D employment, neighbourhood centre and public open space (24.92 hectares is in South Cambridgeshire, provisionally 712 dwellings)	
Site size (ha): South Cambridgeshire: 6.62 ha	
Potential residential capacity: 132-199	

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

	designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		protected species and impacts capable of appropriate mitigation. Adjoins the Gog-Magog SSSI to the south. County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure. The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
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. The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting;

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

			• Setting of Cambridge – red: The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting; • Key views of Cambridge – red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site; • Soft green edge – red: The existing soft green edge would be negatively impacted; • Distinctive urban edge – green: No effect on distinctive urban edge; • Green corridors – green: Site is not close to recognised green corridor; • Green Belt villages – amber: The proposed development may have an effect on Fulbourn Hospital; • Landscape with a strongly rural character – amber: The site has a rural character but the technology park has eroded it slightly. Impact could be mitigated. Overall conclusion – red: The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This sector plays a key role in the setting of the south east of Cambridge, with the foothills of the Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. It plays a key role in the remaining separation between Cambridge and Fulbourn, as well as the setting of the windmill on Mill Hill and the Conservation Area at Fulbourn Hospital.
Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or

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

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

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

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

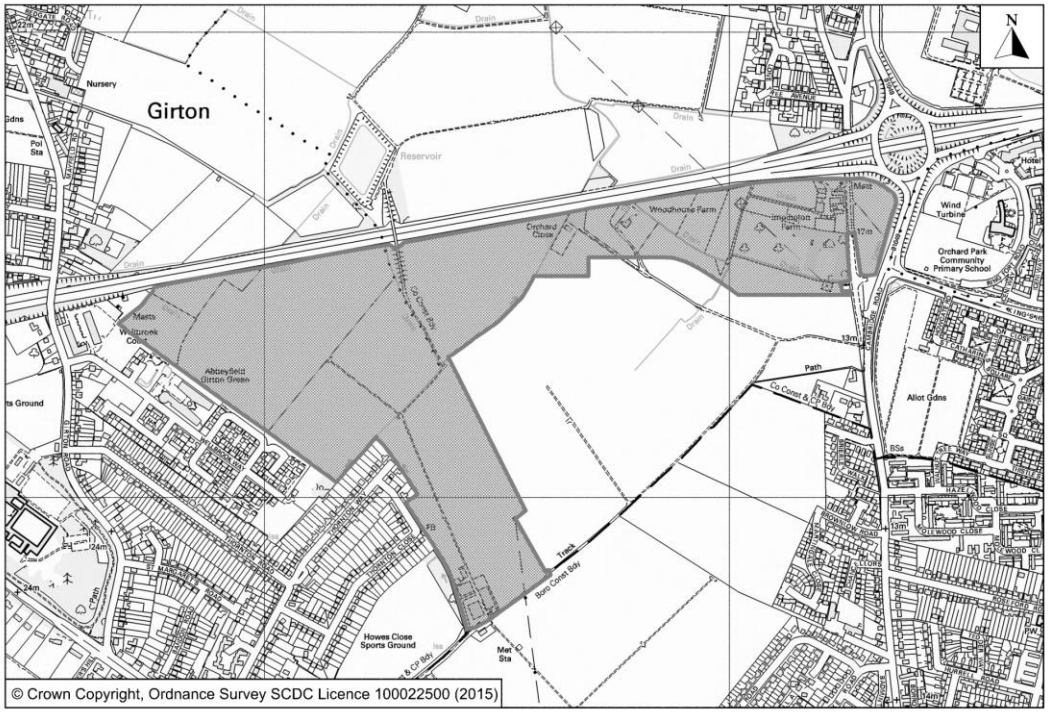
Site Information	
Development Sequence	**Edge of Cambridge Broad Location 10 Land between Huntingdon Road and Histon Road**

Site reference number(s): SC298

Consultation Reference numbers:

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

Map:



Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB development on the edge of the city (the NIAB1 and NIAB2 sites), and the area identified as NIAB (Darwin Green) 3. The map shows the area proposed for additional built development which is comprised of two farms, set within grassland and small areas of woodland, to the north east adjoining Histon Road.

The landowners also control the NIAB (Darwin Green) site to the south and the open agricultural land to the north west. They intend to master plan any new allocation in this location with the existing NIAB (Darwin Green) 2 site. The open agricultural land which separates the NIAB 1 and NIAB2 sites from Girton is to be retained as Green Belt in their proposals and used as new public open space to serve the area, which will retain the views across the western part of the site to the historic core of Cambridge.

Current use(s): Agricultural

Proposed use(s): Residential and commercial

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

Potential residential capacity: 132 dwellings (40 dph).

The proposers original representation refers to between 360 dwellings with commercial development and 447 dwellings with no commercial development.

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land All of the site under the control of the site promoter is Grade 2 land (note the area proposed for built development would be less than 20ha. in area but not retained as agricultural land).
Minerals	Will it avoid the sterilisation of economic mineral reserves?		AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner. Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation 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 See below.
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 An Area adjoining the A14 is within SCDC's declared Air Quality Management Area (as a result of exceedances of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to

			this the concerns are twofold. Firstly the introduction of additional residential receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels. Proposals for a mixed residential / commercial development or a commercial / recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments including dispersion modelling will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. Any Air Quality Impact assessment should address not only the impacts in the immediate vicinity of the development but also the wider impacts on air quality within the AQMA including cumulative impacts with other developments in the area. On balance Env. Health object to the allocation of residential development within the designated air quality management area until noise and air quality impact assessments can demonstrate with a reasonable degree of certainly that it will be technically possible and viable to avoid, mitigate or reduce noise and air quality impacts to prevent new development on site from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air and noise pollution. Consideration of commercial/recreational use within this area may be given to those proposals that can demonstrate with a reasonable degree of certainty that it will be possible to mitigate potential impacts on air quality. The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account air quality issues. This report does not address short term exposure to PM10 or

			the impacts of such development on air quality.
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Noise: Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Histon Road lies immediately to the East. Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. The majority of the site is likely to be old PPG 24 NEC C / D (empty site) for night: PPG24 advice “Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise” or planning permission should be refused. Residential could be acceptable with high level of mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing A14 / Histon Road, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options along A14. It is preferable to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and or mitigate or reduce to minimum. Before any consideration is given to allocating the site for residential development, it is recommended that this noise threat / constraint is thoroughly investigated and assessed having regard to

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

	infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to 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. Views into the site to the east of the site are currently of farmland, hedgerows, woodland and farm buildings. To the west of the site the land is open with wide views of Girton to the west and Cambridge to the south. The existing soft green edge would be lost alongside the A14 where it would be replaced by a more formal green edge with landscaped soil bunds planted with trees and hedgerows. The soft edge would be retained to Cambridge Road. Whilst the character of the existing edge would not be retained, the landscape impact of a partial development of the site would be limited by a setback of development away from the A14 and Cambridge Road and retention of hedgerows and woodland. Development of the eastern part of the site would bring built development closer to Impington on the west of Histon Road. Retention of hedges and woodland and a set back of the development from Cambridge Road and the A14 would provide mitigation. UPDATE INNER GREEN BOUNDARY STUDY 2015 – With regards to the role that sub area 1.3, in which GB6 lies, plays in relation to landscape and townscape, the report notes that the majority of this sector is assessed to be Connective landscape, becoming Supportive along Huntingdon Road, and with the A14 corridor identified

			as visually detracting. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge. The report also notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future. As referenced above, Policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. Development of the site has the potential to significantly reduce the green setting for the city when viewed from the A14 opposite the site. UPDATE INNER GREEN BOUNDARY STUDY 2015 – With regards to the role that sub area 1.3, in which GB6 lies, plays in relation to landscape and townscape, the report notes that the majority of this sector is assessed to be Connective landscape, becoming Supportive along Huntingdon Road, and with the A14 corridor identified as visually detracting. The majority of the sector has some visibility of the edge of the city and forms part of the foreground to views from the A14, but is not distinctive in the setting of Cambridge. The report notes that the hedgerow structure and particularly the woodland around the farm buildings at Impington Farm and Woodhouse Farm contribute positively to the character of the setting of Cambridge in this sector. The report also

			notes that the lack of distinct landscape features forming boundaries to the current development allocations increase the risk of urban sprawl if development is extended into this sub area in the future. As referenced above, policy SS/2(3) of the South Cambridgeshire Local Plan contains specific reference to the submission of a Landscape Strategy to be approved as part of or before the granting of the first planning permission. These requirements should help to mitigate any impact on landscape and townscape.
Green Belt	What effect would the development of this site have on Green Belt purposes?		RED = High / medium impacts on Greenbelt purposes (significant negative impact). Development to the west of the site would lead to the merger of Girton with Cambridge. Development would have significant negative impact on Green Belt purposes. UPDATE INNER GREEN BOUNDARY STUDY 2015 – The study notes that this sector as a whole (Sector 1) plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also preserves what remains of the separate identity of the southern part of Girton. In terms of the implications of Green Belt release for land in sub area 1.3, in which GB6 lies, the report notes that when the land previously released from the Green Belt is developed, sub area 1.3 will protect narrow gaps between the new edge of Cambridge and Girton, Histon and Impington and a narrow setback from the A14. Further east, it is apparent that development extending right up to the A14 detracts considerably from the appreciation of the setting of the city, and it is important

			that in this sector the edge of Cambridge continues to be seen across an open, rural landscape. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation from the necklace villages. However, no further Green Belt releases should be contemplated in sub area 1.3. It is essential that the future development adjoining sub area 1.3 delivers a high quality, positive and well vegetated edge facing the retained Green Belt. The new edge along Addenbrooke's Road in sector 8 is a good example.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing. Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list. The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and coprmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be

			managed through mitigation.
CLIMATE 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)?		AMBER = Flood Zone 2 / medium risk Site is located in flood zone 1, lowest risk of fluvial flooding. Site subject to surface water flood risk but capable of mitigation.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners proposed substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN =<1km; or allocation is not housing The landowners proposed substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14. Facilities are also being provided on the NIAB1 site.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN =<400m The landowners proposed substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14. Facilities are also being provided on the NIAB1 site.
Gypsy & Traveller	Will it provide for the 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 A new local centre is to be provided on the NIAB1 site.

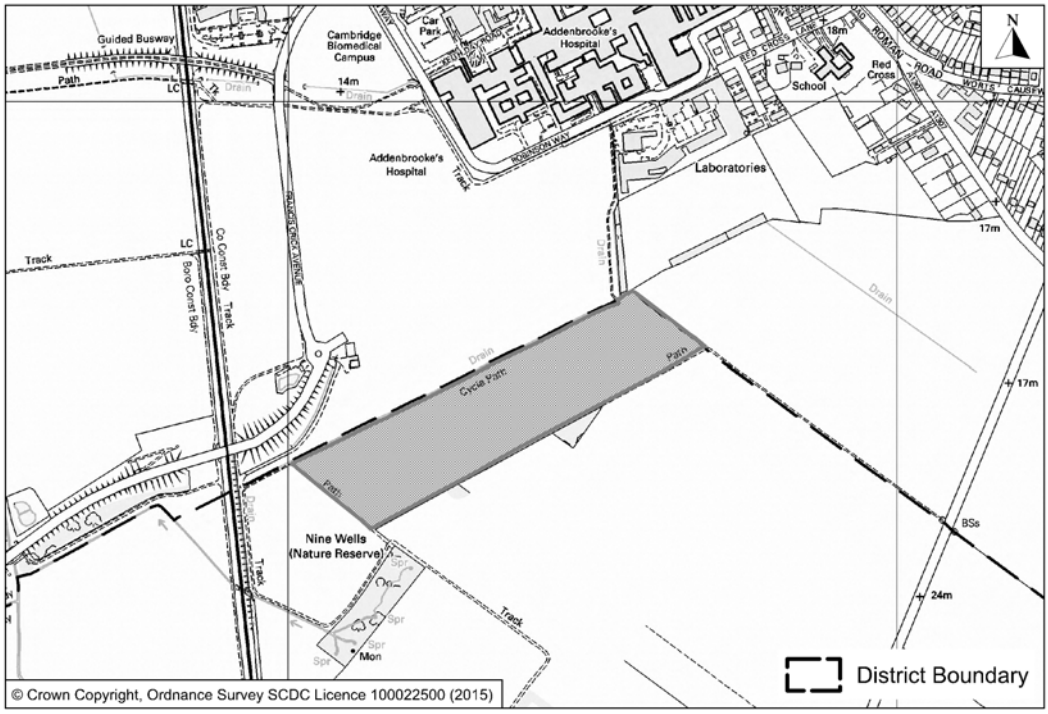
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		A =400 - 800m A new health facility is to be provided as part of the NIAB1 development.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit The wider NIAB site will include new education provision, community facilities and a local centre including a supermarket.
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 Development will also include provision of new community facilities.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Site can be master planned alongside the adjacent NIAB2 site, and benefits from services and facilities provided at both the NIAB sites.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
Employment -	How far is the		AMBER = 1-3km

Accessibility	nearest main employment centre?		1.52km ACF – nearest employment 2000+ employees.
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Electricity - Significant reinforcement and new network required. Pylon line crosses the site. Mains water - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains. Gas – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement. Mains sewerage - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.

Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. A full assessment will be required. Providing sufficient school capacity may have knock-on implications for the site area and floor space requirements of the primary and secondary schools planned for between Huntingdon Road and Histon Road.
Distance: Primary School	How far is the nearest primary school?		A =400 - 800m 500m ACF o the site of the new primary school on the Orchard Park site. 580m to the proposed school on the NIAB2 site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) A new school is to be provided on the NIAB2 site. The area of the school site may need to be increased to accommodate extra pupil numbers.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25
Distance: bus stop / rail station			GG = Within 400m (6)

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

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



Site description: To the north is Addenbrooke's Hospital and the Biomedical Campus. To the west is the railway line to London, a corridor of public open space and the Clay Farm development. Immediately to the south west is the Nine Wells Local Nature Reserve with its chalk springs, woodland and scrub. To the east and south the land comprises large arable fields with hedgerows.	
Current use(s): Agricultural	
Proposed use(s): Biomedical and biotechnology research and development, related higher education and sui generis medical research institutes and associated support activities.	
Site size (ha): South Cambridgeshire: 8.91 ha. - Cambridge: 0 ha.	
Potential residential capacity: N/A	

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

	best and most versatile agricultural land?		The site is Grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts. Part of the site falls within a Waste Consultation 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 The site may have an adverse impact on air quality from traffic generation particularly as close to Addenbrooke's. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		GREEN = >1,000m of an AQMA, M11, or A14. The site is not within an Air Quality Management Area. The site may impact on air quality from traffic generation particularly as close to Addenbrooke's.
Pollution	Are there potential 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 is close to Addenbrooke's Hospital site and the western part is adjacent to railway line to London. 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). Agricultural use may have led to some contamination with agricultural chemicals. Appropriate assessment required.
Water	Will it protect and where possible enhance the quality of the water environment?		AMBER = Development has potential to affect water quality, with minor negative impacts incapable of mitigation. Site lies close to the natural chalk springs at Nine Wells which feed into Hobsons Brook.
BIODIVERSITY			
Designated Sites	Will it conserve protected species		AMBER = Contains or is adjacent to an existing site designated for nature

	and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		conservation or recognised as containing protected species and impacts capable of appropriate mitigation. Site adjoins the Nine Wells Local Nature Reserve.
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. Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Site within the Countywide Green Infrastructure Strategy. Potential for improved access to LNR from north.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of full mitigation. Minor negative impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. This would have a negative impact

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

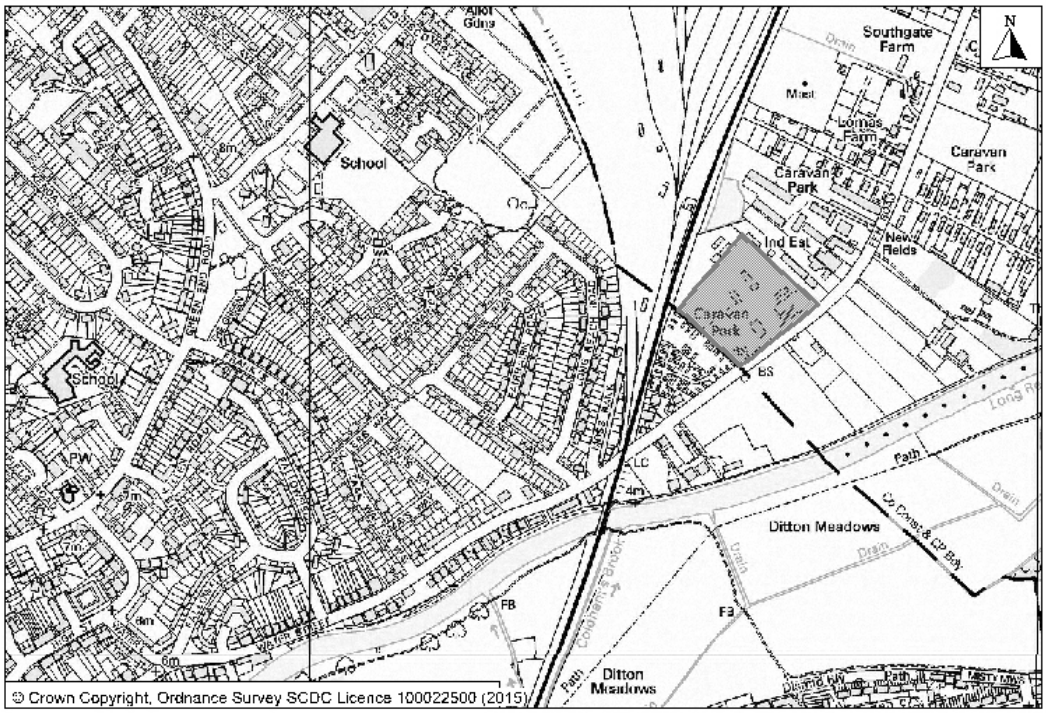
			foreground in key views and the quality of the approach to the city along Babraham Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?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

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

Community 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 Adjacent to Addenbrooke's Hospital and the Cambridge Biomedical Campus.
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		GG = Development would significantly enhance employment opportunities Site is an employment allocation.
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?		GREEN= Non-residential development / surplus school places Allocation is not for housing.
Distance: Primary School	How far is the nearest primary school?		G =<400m Allocation is not for housing.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Allocation is not for housing.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Potential for links through Biomedical Campus, Addenbrooke's and Bell School site.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service The site has access to public transport service using the Addenbrooke's Hospital public transport hub, located within 600m of the eastern edge of the site.
Sustainable 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			G = Within 600m (4)
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			G = 21 to 30 minutes (4) Potential for GG via Guided Bus
Distance for cycling to City Centre			GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m. Potential for new railway station to serve Addenbrooke's and Biomedical Campus which would provide for at least an Amber score.
Access	Will it provide safe access to the		AMBER = Insufficient capacity / access. Negative effects capable of appropriate

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

Site Information	
Development Sequence	**Edge of Cambridge**
Site reference number(s): SC334	
Consultation Reference numbers: N/A	
Site name/address: Cambridge, Fen Road	
Map: 	
Site description: The site lies to the west of Chesterton Fen Road, at the southern end, on the north-eastern outskirts of Cambridge. The site adjoins a light industrial estate to the north, the London to Kings Lynn railway line lies to the west, and a residential caravan park to the south. To the east lies remote residential properties in extensive grounds and meadows, leading down to the River Cam. The site currently largely in open storage use.	
Current use(s): Open storage	
Proposed use(s): Residential	
Site size (ha): South Cambridgeshire: 1.74 ha.	
Potential residential capacity: 63 dwellings (40 dph)	

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

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

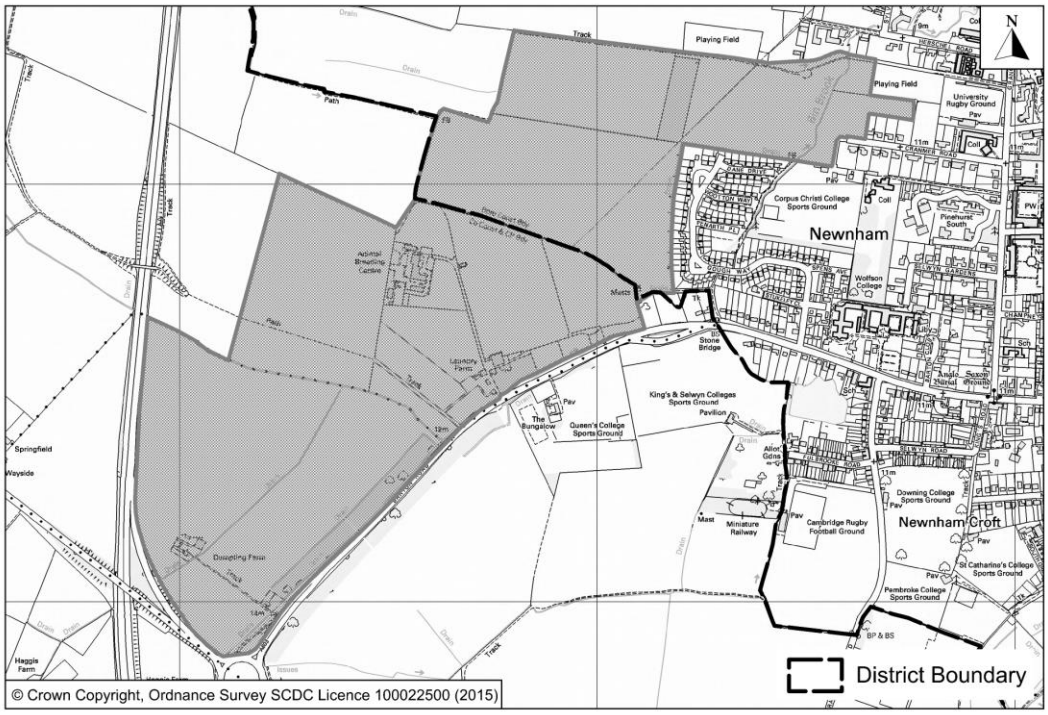
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected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

Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		AMBER = negative impact on townscape character, incapable of mitigation. Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - site sits between a caravan site and light industrial buildings. As such residential development would be out of character with the street scene on either side. However the caravan site has been allocated for development in the Cambridge Local Plan
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Fen Ditton Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		AMBER = 400 - 800m 747m ACF from centre of the site to Fen Ditton Recreation Ground.
Gypsy &	Will it provide for		RED = Would result in loss of existing sites

Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		Site currently allocated for Gypsy and Traveller pitches.
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		R = >800m 882m ACF to Fen Ditton High Street.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m 580m ACF from centre of site to Nuffield Road Medical Centre, Cambridge.
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 Residential development would be out of character with adjoining land uses.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 2)**
Site reference number(s): CCSC1001	
Consultation Reference numbers: N/A	
Site name/address: Land north of Barton Road (Developer Proposal)	
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 east and the M11 and its slip road and Coton Road lie to the west. The site is surrounded by agricultural land. The site, in the main, comprises a series of large exposed agricultural fields surrounding Laundry Farm, and recreation grounds on the north eastern part of the land south of Barton Road. Most of the fields are surrounded by low level hedgerow and occasional hedgerow trees, giving an open appearance, particularly from the M11, Coton Road and surrounding land further to the west, although the Barton Road frontage is well screened with tall hedgerow.	
Current use(s): Agricultural.	
Proposed use(s): Approximately 1,500 dwellings, supported by a Local Centre, school, open space (including relocated sports pitches for colleges), green infrastructure, cycle and footpath links to surrounding area; and access roads.	
Site size (ha): South Cambridgeshire: 164.11 ha. (total for whole sites) Cambridge: 156.96 ha (total for whole sites) NOTE: The site is smaller than the totality of all of the 4 sites combined, as only parts of some sites are included.	
Potential residential capacity: 1,500 dwellings	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		GREEN = Neutral. Development would not affect grade 1 and 2 land. Majority of site on Grade 3 land with a small amount of urban land and Grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and/or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
POLLUTION			
Air Quality	Would the 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 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.
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 Site less than 1,000 metres from M11. An air quality assessment is essential
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a		AMBER = Adverse impacts capable of adequate mitigation Noise impacts - The west of the site bounds the M11 including M11 junction 12 / Barton

	receptor or generator (including compatibility with neighbouring uses)?		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 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. In mitigation, proposers indicative masterpolan includes separation of residential development form the Motorway. Other environmental conditions (e.g. fumes, vibration, dust) - possible malodour from Laundry Farm. Minor to moderate risk.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Site has former potentially contaminative uses. A contamination assessment is required
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation

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

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

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

	use of renewable energy resources?		renewables would apply
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk Fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way. Promoters indicative masterplan proposes to only place water compatible uses in areas identified in Flood Zones 2 & 3 on Barton Road frontage.
HUMAN 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?		G = <400m Local centre proposed on-site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Key Local Facilities	Will it improve quality and range of key local		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

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

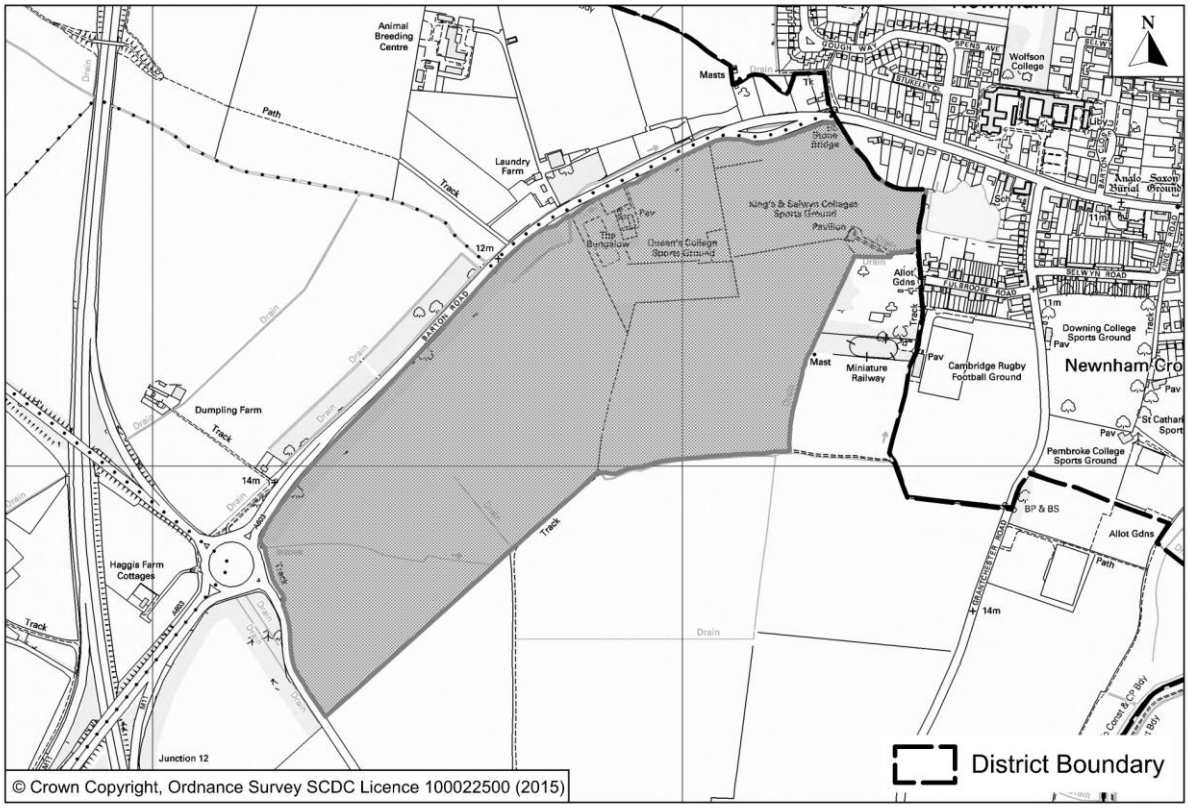
	infrastructure and broadband?		Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for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

			required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the south of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school.
Distance: Primary School	How far is the nearest primary school?		G = <400m Assume onsite provision.
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km
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 Barton Road currently does not benefit from HQPT. More frequent services nearby services on the Madingley Road corridor. Improved services would be secured form this scale of development, but unlikely to meet HQPT. UPDATE: score changed from Red to Amber
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 = 22
Distance: bus stop / rail station			GG = Within 400m (6) Newnham, Gough Way A strategic development in this location would require new bus routes through the site, providing closer access to bus stops. Promoter proposes a bus route through the site. A development of this scale would result in new bus stops being provided. (Currently nearest stop Newnham, Gough Way)

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

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

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 1)**
Site reference number(s): CCSC1002	
Consultation Reference numbers: N/A	
Site name/address: Land south of Barton Road (Developer Proposal)	
Map:	



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

Current use(s): Agricultural.

Proposed use(s): Residential development.

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

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

Potential residential capacity: 1,000 dwellings

LAND			
PDL	Would 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?		GREEN = Neutral. Development would not affect grade 1 and 2 land. Majority of site on Grade 3 land with a small amount of urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within the broad location and catchment area for Cambridge South. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
POLLUTION			
Air Quality	Would the 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 Air quality issues – Leas than 1000m 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.
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 Site less than 1,000 metres from M11. An air quality assessment is essential
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring		AMBER = Adverse impacts capable of adequate mitigation 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 the Animal Breeding Centre. Noise likely to

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

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

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

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

			to inform a planning decision
CLIMATE CHANGE			
Renewables	Will it support the 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 Located in Flood Zone 1. However, fairly significant surface water flooding along watercourse corridor and towards Barton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required. Could provide a positive flood risk benefit for Bin Brook if undertaken in right way.
HUMAN 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?		G = <400m Assumed provision of local centre on site (Newnham around 1600m)
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 Site is over 800m from nearest GP service and would merit a Red. It is however large enough to justify it being required to provide its own health facility and so scores Amber
Key Local Facilities	Will it improve quality and range of key local		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

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

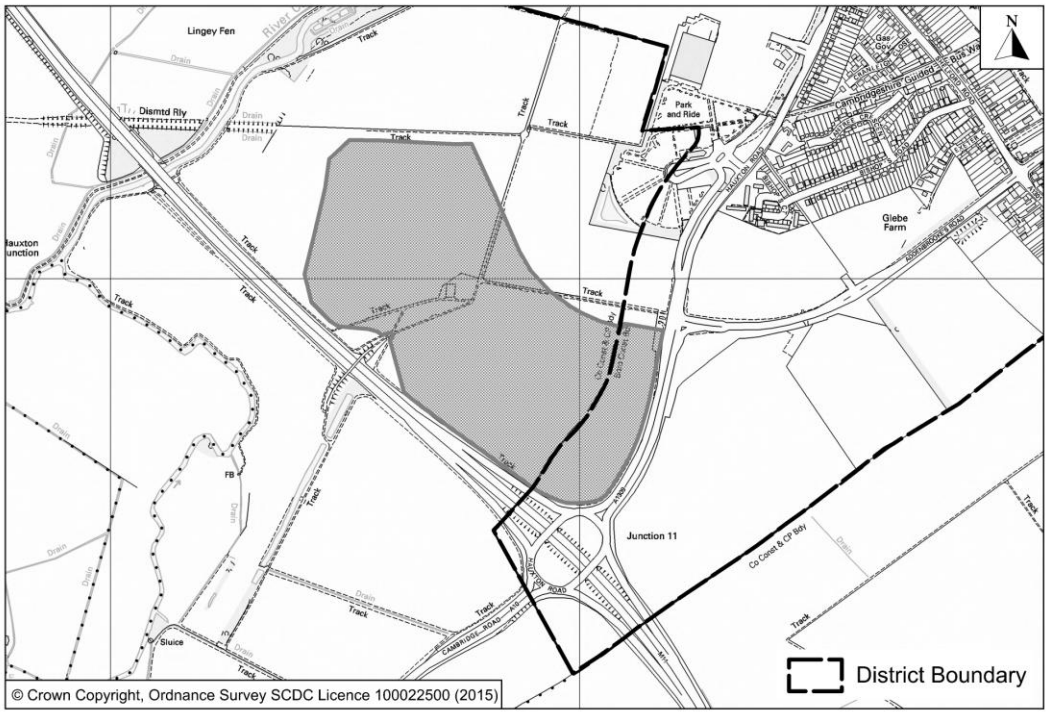
	infrastructure and broadband?		Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Medium Pressure reinforcement would be required to support the full load. Mains sewerage - This proposed site straddles three WWTW catchments; Haslingfield WWTW and Coton WWTW - a revised consent for these WWTW will be required prior to being able to accommodate the full proposal. They can currently accommodate approximately 1,000 and 50 properties respectively. Cambridge WWTW - significant infrastructure upgrades will be required to the network to accommodate this proposal. An assessment will be required to determine the full impact of this site.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated UPDATE: On this site south of Barton Road, the County Council would therefore expect appropriate on-site early years and primary education provision to be made On-site Secondary provision may be required, but this would need to be addressed in terms of the total number of new dwellings proposed in the area. If in combination with the site to the north of Barton road there would be a requirement for 4 FE which could be provided in the form of a new school.
Distance:	How far is the		G = <400m

Primary School	nearest primary school?		Assume onsite provision.
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Existing part along Barton Road. Potential for improvement.
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 Barton Road currently does not benefit from HQPT. With appropriate mitigation secured from the 1000 home development, a high quality 20min frequency service could be achievable. UPDATE: Score changed form RED to AMBER
Sustainable 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 = 22 UPDATE: Score changed from Amber to Dark Green to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station			GG = Within 400m (6) Newnham, Gough Way A strategic development in this location would require new bus routes through the site, providing closer access to bus stops. (Currently nearest stop Newnham, Gough Way) UPDATE: Score changed from Amber to Dark Green.
Frequency of Public Transport			A = 30 minute frequency (3)
Public transport journey time to City Centre			20 minutes or less (6) 6 minutes (Newnham, Gough Way – Cambridge, Drummer Street)
Distance for cycling to City Centre			Up to 5km (6) 2.1km ACF

Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. UPDATE: Access onto Barton Road A603 is feasible though the Highway Authority haven't offered a view on their preferred location. The Highway Authority would either seek a contribution via a Section 106 Agreement or require the developer to construct an orbital cycleway of Cambridge link through from West Cambridge. The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented. A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. S106 contributions and mitigation measures will be required where appropriate. From the LHA point of view, the key capacity concerns would be in relation to the impact at the junctions of Newnham Road with Fen Causeway, the Trumpington Road mini roundabouts and the junction of Silver Street with Queens Road. Any TA would need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks. This site is of a scale that would trigger the need for a Transport Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
Non-Car	Will it make the		GREEN = Significant improvements to

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

Site Information	
Development Sequence	**Broad Location 4 Hauxton Road**
Site reference number(s): CCSC1003	
Consultation Reference numbers: N/A	
Site name/address: Land west of Hauxton Road, Trumpington (Developer Proposal)	
Map:	



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

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

Current use(s): Arable agriculture

Proposed use(s): A further urban extension of the consented Trumpington Meadows residential community, for approximately 500 dwellings and associated landscape and drainage proposals, play spaces, community allotments, new woodland, additional meadow land, infrastructure, access, and parking. Promoters proposal indicates that approximately 15 hectares of land west of Hauxton Road should be released from the Green Belt to accommodate residential development and built sports facilities. Land between the new Green Belt boundary and the M11 will provide for outdoor sport and ancillary features. Includes a sports hub building, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust. Linked to Community Stadium proposal at the Abbey Stadium.
Site size (ha): South Cambridgeshire: 27.56 ha. Cambridge: 4.65 ha.
Potential residential capacity: Up to 500 dwellings

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land All of site is grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation 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. Site adjoins the M11 and A1309 which already experience poor air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		RED = Within or adjacent to an AQMA, M11 or A14
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 There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability. Residents of the site may experience impacts from road lighting and headlights.
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) Land contamination found at former

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

	character?		down the slope to meet the M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge. The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible. Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City. Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Green Belt	What effect would the development of this site have on Green Belt purposes?		DARK RED: Very high and high impacts on Greenbelt purposes (very significant negative impact) The development site is open and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector (Sector 7.1) plays a key role in the setting of the south west of Cambridge, ensuring that the

			expansion of the city does not continue unchecked and that the historic core remains large in comparison to the size of the city. It retains open countryside close to the expanding edge of the city and prevents the sprawl of built development as far as the M11, retaining the distinctive separation between the edge of the city and the M11. As the hedgerow and woodland planting establishes, the rural character of this part of the sector will strengthen. The sector is also important to the character of the approach to Cambridge along Hauxton Road and the visibility of the distinctive gateway to the city that is being created at Glebe Farm / Trumpington Meadows. It is unlikely that any development within this sector could be accommodated without substantial harm to the Green Belt purposes. Development within the sector would remove or reduce the distinctive separation between the edge of the city and the M11 and would affect the well designed and distinctive gateway to the city that is being created at Glebe Farm/Trumpington Meadows. It would also encroach on the green corridor along the River Cam. No Green Belt release should be contemplated in this sector.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation. Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.
CLIMATE 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 Site subject to minor surface water flood risk but capable of mitigation.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the		DARK GREEN = Development would create

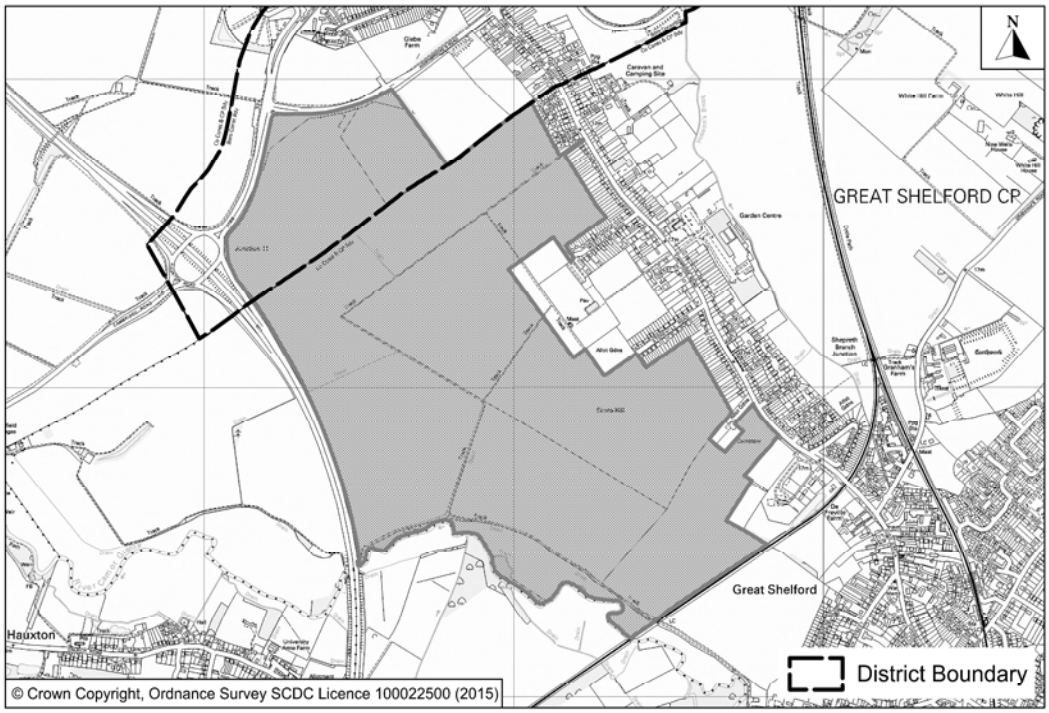
	quantity and quality of publically accessible open space?		the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. Developer proposal includes indicates a sports hub building on the 15 ha built site, cyclopark, hockey pitches, 3G artificial pitches, grass pitches for Cambridge Utd training. Sports hub building includes indoor artificial grass pitch, changing facilities, gym and fitness suite, and a café/restaurant. Provision for Cambridge United Youth and Community Trust.
Distance: 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?		A = 400 - 800m Site adjoins Trumpington Meadows, which includes a new Local Centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m 1.40km ACF - Trumpington
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible

Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Site would integrate with new community to be developed at Trumpington Meadows.
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?		AMBER = 1-3km 2.99km ACF – nearest employment 2000+ employees
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is

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

School	school?		Measured to the new primary school at Trumpington Meadows.
Distance: Secondary School	How far is the nearest secondary school?		Amber: 1.40km ACF – Parkside Federation Proposed School at Clay Farm.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. The route to Trumpington is poor, but assumed appropriate links could be made to the guided busway 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 Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25 Total Score of 22
Distance: bus stop / rail station			G = Within 600m (4) 532m ACF to Trumpington Park and Ride from the centre of the site.
Frequency of Public Transport			GG = 10 minute frequency or better (6) 10 minute service.
Public transport journey time to City Centre			GG = 20 minutes or less (6) 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
Distance for cycling to City Centre			GG = Up to 5km (6) 3.85km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. UPDATE The promoter has commented that the development would be accessed

			and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic. A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts Provided either the link along Hauxton Rd is widened or there is an alternative link to Trumpington Meadows. It should also link to the Hauxton / Harston route. The ongoing route to Trumpington remains poor.

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 5)**
Site reference number(s): CCSC1004	
Consultation Reference numbers: N/A	
Site name/address: Land to the south of Addenbrooke's Road, Cambridge (Developer Proposal)	
Map: 	
Site description: The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, north and west of Great Shelford, and north of the River Cam and the Cambridge – London Kings Cross railway line. Situated within flat, open landscape, it is mostly low-lying arable land with a number of hedges within the site. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The boundaries to residential properties to the east are well vegetated and the River Cam occupies a shallow, well treed valley bounded by pasture land. The northern and western boundaries are much more open, comprising sparse shrubs and few scattered shrubs and trees.	
Current use(s): Agricultural.	
Proposed use(s): The promoters propose an employment-led mixed-use development comprising a 85,000 sqm Science Park and 1,250 homes, incorporating new local centre, primary school and open space. An area of Green Belt to be retained to the south to prevent coalescence between the urban edge of Cambridge and the main part of Great Shelford. New open space and habitat creation, including access to the river. Enhancements to the River Rhee Wildlife Corridor.	
Site size (ha): South Cambridgeshire: 145 ha. Cambridge: 45 ha.	
Potential residential capacity: 1,250 dwellings	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Classification Grade 1, 2, 3a) – Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation 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, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		RED = Within or adjacent to an AQMA, M11 or A14 The submitted site is adjacent to the M11. Given the size of the site however parts of it are beyond 1,000m from the M11. If built

			development were to be restricted to parts of the site the assessment could change to A Amber (within 1,000m of the M11), or G Green (beyond 1,000m of the M11).
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation There are high levels of ambient / diffuse traffic noise and other noise sources including a railway line and a rugby / social club. Noise is likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability. Residents of parts of the site may experience impacts from road lighting and headlights. Existing rugby club floodlighting would need careful design but can be conditioned.
Contamination	Is there possible contamination on the site?		GREEN = Site not within or adjacent to an area with a history of contamination There are no known former industrial activities on or in close proximity to the site.
Water	Will it protect and		GREEN = No impact / Capable of full

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

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

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

	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		A Scheduled Monument of national importance (SAM58 Neolithic to Roman settlement) is located in the south west corner of the site adjoining the M11 and the River Cam. County Archaeologists would object to the development of this site. Two further Scheduled Monuments lie approximately 200m south of the site. The promoter proposes a buffer zone to protect the SAM and on a site of this size it should be possible to provide appropriate mitigation. The Grade I Listed Church of St Mary, Little Shelford lies approximately 540m to the south and Church of St Edmund, Hauxton approximately 950m south west. Grade II* Listed Church of All Saints and Rectory Farm House in Little Shelford and Little Shelford Manor, lie approximately 450-600m to the south. There are various Grade II Listed buildings within the Great and Little Shelford and Hauxton Conservation Areas. The promoter's conceptual development framework includes a substantial area of Green Belt and parkland in the southern part of the site. With careful design it should be possible to mitigate any impact on the wider historic environment. Great and Little Shelford Conservation Areas lie approximately150-200m to the south. Hauxton Conservation Area lies approximately 530m to the south west. The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots inside the site including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.
CLIMATE CHANGE			
Renewables	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 The location lies entirely within Flood Risk

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

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

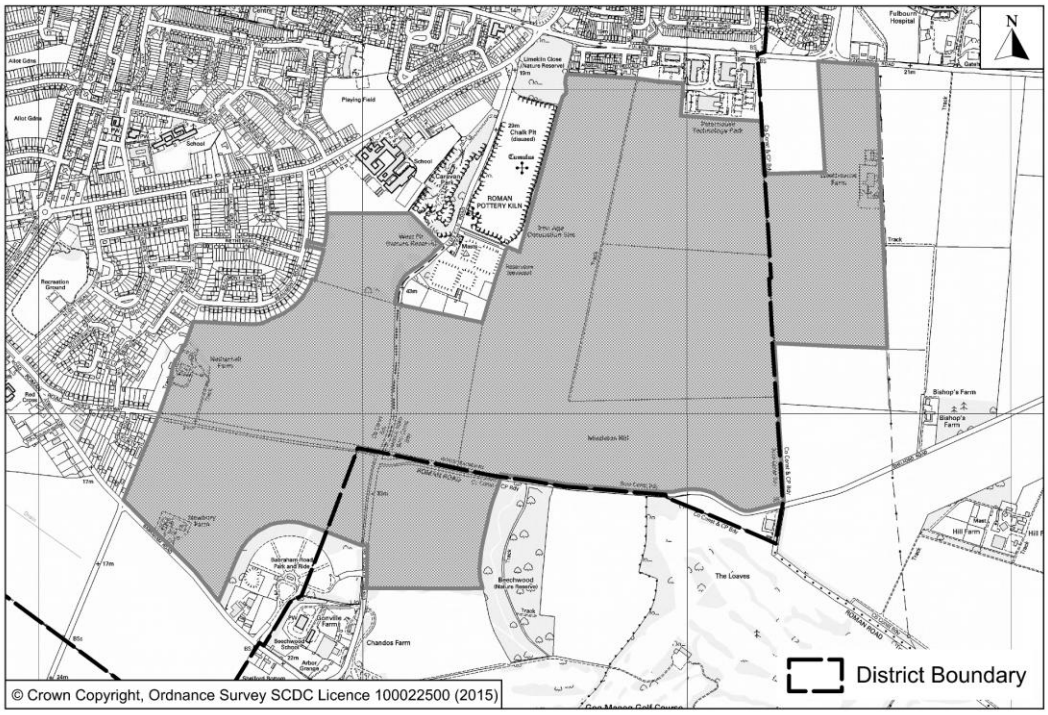
			there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA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

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

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

			and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport. Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). Proposer identifies Vehicular access from Hauxton Road midway between M11 roundabout and Addenbrooke's Access Road, and vehicular access from A1301 Cambridge Road / Shelford Road between /allotment gardens and Trinity Lane. Also proposes inbound traffic only from M11 roundabout into the site, however County Council do not consider this a suitable option. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved southern fringe residential and CBC developments. As such, while significant infrastructure has already been introduced in this quadrant (AAR, M11 junction improvement works, CGB, CGB cycle track), any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking facilities The links to Trumpington and the guideway are poor and it will be difficult to provide a formal crossing to the off-road path along Addenbrooke's Rd and to the crossing of Hauxton Road. A route linking directly to Shelford using the existing accommodation bridge over the railway should be pursued as part of development of the site. Promoter states that site would deliver high

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

Site Information	
Development Sequence	**Broad Location No. 7 Land between Babraham Road and Fulbourn Road**
Site reference number(s): CCSC1005	
Consultation Reference numbers: N/A	
Site name/address: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land east & west of Babraham P&R (developer proposal)	
Map:  	
Site description: Arable open fields and chalk grassland between Fulbourn Road and the Beechwoods, on Worts' Causeway, at western most slope of the Gog Magog Hills and including Netherhall and Newbury farms to west, and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location. The southern part of the site wraps around the Babraham Park and Ride site and Babraham Road forms the south western boundary.	
Current use(s): Agricultural land, woodland and School playing fields and adjoining park & ride car park	
Proposed use(s): The promoters propose 3,000-4,000 homes south east of Cambridge and 10 ha employment land (identified in the submitted Local Plans). New community facilities and neighbourhood and local centres. A country park of 60ha, and a network of formal and informal open space.	
Site size (ha): South Cambridgeshire: 53.97 ha. Cambridge: 116.55 ha.	
Potential residential capacity: 3,000-4,000 dwellings	

LAND			
PDL	Would 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?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant areas of grade 2 agricultural land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). Part of this area falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		RED = Site lies near source of air pollution, or development could impact on air quality, significant adverse impacts The development will have a significant adverse impact on air quality and the AQMA due to major transport impact. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA, the M11 or the 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 The North of the site is close to Fulbourn Road and Limekiln Road runs along the western half of the site. Traffic noise will need assessment. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation. No adverse effects for residential use from light pollution or odour.

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

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

			significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton, and no further south than the existing boundary of the Peterhouse Technology Park. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would enhance the existing city edge, potentially reducing the urban influences on the retained Green Belt, thus minimising or reducing the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance. • The separation between Fulbourn and the existing edge of Cambridge would not be any further reduced. Parameters for Green Belt release: • Land released from Green Belt should be restricted to the relatively flat ground (as more specifically defined in the following points) and should not encroach onto the sloping ground leading onto the Gog Magog foothills. • Land along the western edge of sub area 11.2 could be released in conjunction with a release in sub area 10.1 to create a new urban gateway on Babraham Road. However, a substantial buffer should be retained as Green Belt between the new urban gateway and the

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

	cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat , are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Road) traverses the site and likely to have roadside settlements along its route. A programme of archaeological works should be undertaken prior to the submission of any planning application. Abuts Fulbourn Hospital CA. Adverse effect to setting of Conservation Area due to loss of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital.
CLIMATE 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 The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). However, significant site regarding surface water flooding in the wider area as runoff contributes to surface water flooding of the existing built environment. Could potential offer a solution and flood risk management benefit, but may impact on achievable densities as great level of green infrastructure required.
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 Approximately 6ha. of the site is public and private protected open space. Any future development would need to satisfactorily

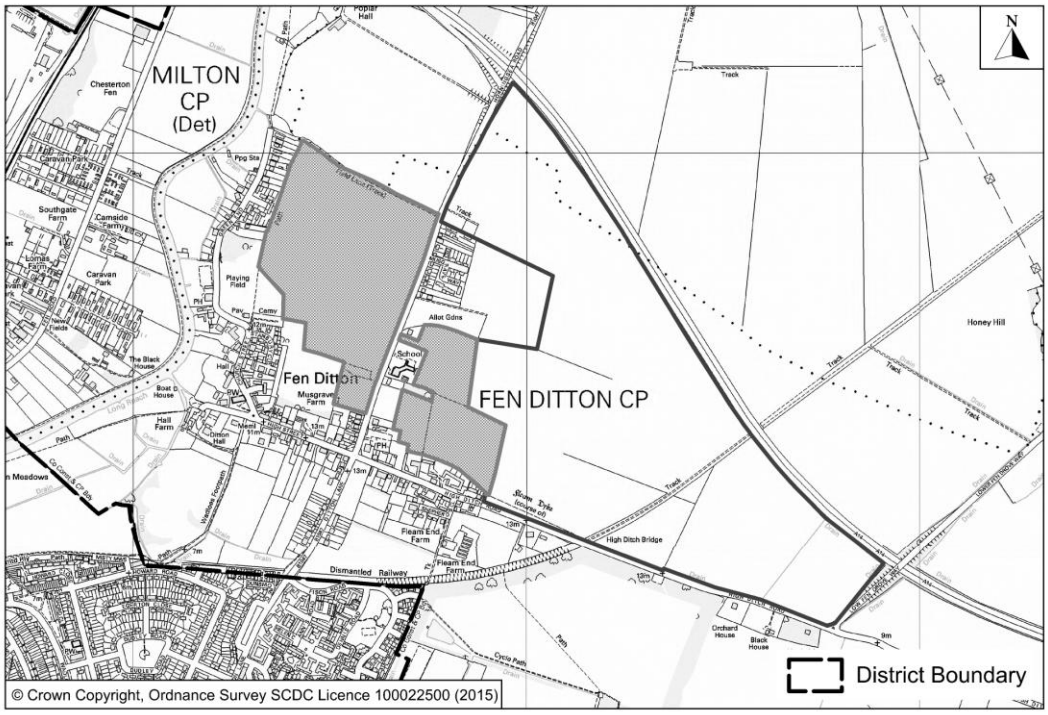
			incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner. Assuming area of Protected Open Space is removed from the site, no obvious constraints that prevent the remainder of site providing full on-site provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m Onside provision of new local centre assumed.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		G = <400m Majority of site beyond 800m from nearest health centre or GP service. Given the scale of site provision on site is assumed.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Site should provide good opportunities by

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

			therefore expect appropriate on-site early years, primary, and secondary education provision to be made.
Distance: Primary School	How far is the nearest primary school?		G = <400m Assumed provision on site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new)
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Amber if there is a cycle/pedestrian connection to Beaumont Rd and a crossing of Limekiln Road thus linking to the off-road paths on Queen Edith's Rd which could be widened. Significant improvements to support walking and cycling would be required.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service At present, and despite being close to the Babraham Road Park & Ride, only a small section of the northern part of the site off Fulbourn Road is less than 400m from the HQPT services provided by the Citi 1 and Citi 3 services. The entirety of the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport. It would require delivery of an HQPT service which serves the site, which has potential given the scale of development proposed. Whilst parts of the site are close to the Citi 1 and 3 services and Park and Ride, the advice from Cambridgeshire County Council is that the site itself is likely to achieve a 20 minute 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 20
Distance: bus stop / rail station			GG = Within 400m (6) New bus routes serving would be required

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

			S106 contributions and mitigation measures will be required where appropriate. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be. This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved CBC developments. While substantial sustainable improvements are identified for the A1307 and Cherry Hinton Road corridors through the City Deal Programme may provide some headroom, any TA will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking facilities Significant improvements to walking and cycling opportunities would be required. Public transport would require links to Babraham Park and Ride, and provision / improvements to key destinations in the city. Highways authority would require cycling improvements though the site, improved provision on Hills Road and Cherry Hinton Road.

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 9)**
Site reference number(s): CCSC1006	
Consultation Reference numbers: N/A	
Site name/address: Land at Fen Ditton (Developer Proposal)	
Map: 	
Site description: The site is located on both sides of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Fleam Dyke and a former railway line lie in the south east of the site. The site comprises several large agricultural fields, divided by patchy low level hedgerows. Further open agricultural land surrounds the site to the north west, north, east and south east, and the site is very visible from higher ground, including from Horningsea Road from the north. Promoters proposal identifies housing parcels on land west of Horningsea Road, and part of the area adjoining Horningsea Road to the north west of the village, on approximately 25 hectares of land.	
Current use(s): Agricultural	
Proposed use(s): Residential led mixed-use development for between 400 and 500 homes on land to the north west and north east of Fen Ditton. Maintain Green Belt buffer between proposed development and the A14. Opportunities for Green Infrastructure. Promoter refers to potential location for a secondary school.	
Site size (ha): South Cambridgeshire: 74.99 ha. NOTE: The site is smaller than the totality of all of the 3 sites combined, as only part of Site SC160 is included.	
Potential residential capacity: 400 to 500 dwellings (proposed by promoter)	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of the site is Grade 2, the rest Grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
POLLUTION			
Air Quality	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. Adjoins the A14. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. This information will be required prior to further comment.
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
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Significant Road Transport noise. The east of the site bounds the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. Residential could be acceptable with high level of mitigation: combination of

			appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Noise berms / barriers?. The promoter proposes maintaining Green Belt buffer between proposed development and the A14, and identifies housing parcels several hundred metres form the A14, providing opportunities for mitigation. NOISE: Recreation & Commercial The West of the site will be immediately adjacent to Fen Ditton Primary School & Sports Grounds. Such a short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses. Potential noise nuisance from School e.g. plant & equipment and classroom uses which should be considered prior to allocation. Noise not quantified but could be mitiagted off site if an issue by s106 but requires full cooperation of school etc. Site should not be allocated until these issues have been considered and mitigation options feasibility etc considered. Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Former railway across site, requires assessment, can be conditioned
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)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure A site of this scale will have significant opportunities for the delivery of green infrastructure.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the		RED = Significant negative impact on landscape character, no satisfactory

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

			the A14, retaining a rural setting to the city when viewed from the strategic route. Sector 18.2 also forms the rural setting of Fen Ditton to the east and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. Sector 19 forms the rural setting of Fen Ditton to the north and west and is important in maintaining the small scale, slightly dispersed linear form of the village, which is an important component of its character. The river corridor forms a key green corridor into the heart of the city and is an important route into Cambridge for pedestrians, cyclists and river users. It is unlikely that any development within sectors 18 and 19 could be accommodated without harm to Green Belt purposes. Development within sub area 18.2 would affect the rural setting, form and character of the village. Development within sub area 19.1 would affect the characteristic setting to Fen Ditton and the rural approach towards Cambridge. No Green Belt release should be contemplated in these sectors.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation The site will not impact on any Scheduled Ancient Monument or historic park or garden. There are several Grade II Listed buildings along High Ditch Road to the south, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 30m to the south. The south western part of the site adjoins the Fen Ditton Conservation Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality

			buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern. There is evidence for extensive prehistoric and Roman activity in the area, including a Roman settlement known from cropmarks to the north. The site is also located to the north of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Further information would be necessary in advance of any planning application for this site.
CLIMATE 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 Site subject to minor surface water flood risk but capable of mitigation.
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?		A = 400 - 800m Around 500m to Fen Ditton village centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m Over 1km to Barnwell Road Health Centre
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses Development on this scale could not be successfully integrated into Fen Ditton.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas

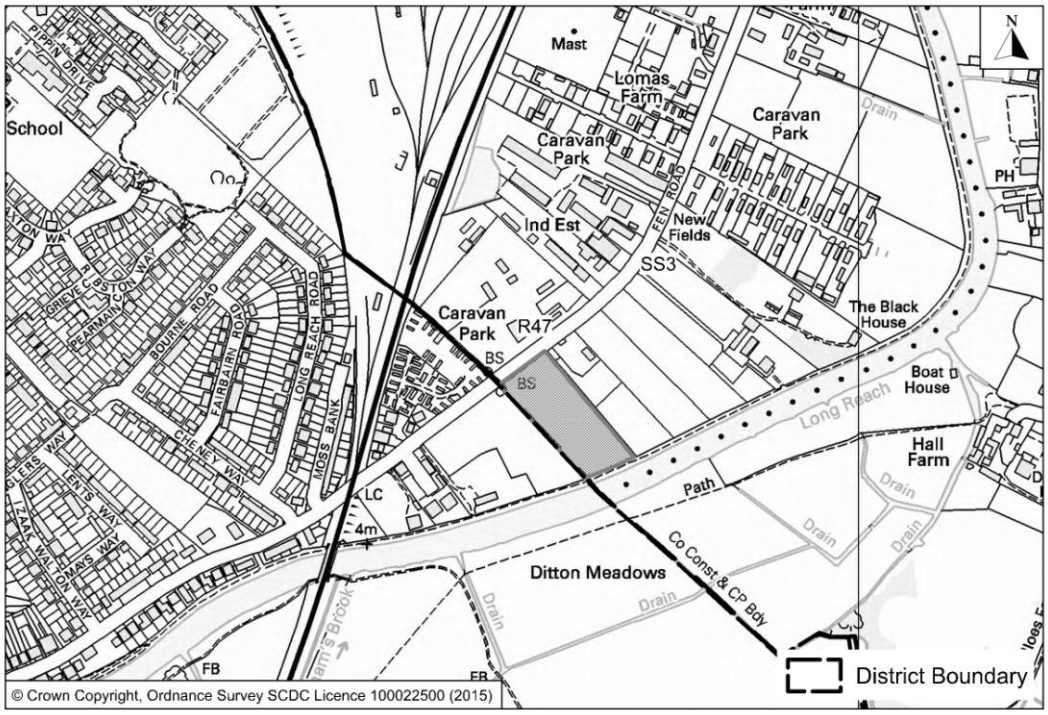
	and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		(LSOA) within Cambridge
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km
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 infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or new storage reservoir, tower or booster plus associated mains.

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

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

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

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



Site description: Field off Fen Road adjoining River Cam. Hedges with occasional trees to boundaries.
Current use(s): Rough grazing
Proposed use(s): Residential boat moorings
Site size (ha): South Cambridgeshire: 0.95 ha.
Potential residential capacity: N/A

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

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

	reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		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 Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - site could impact on the landscape setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		AMBER = negative impact on townscape character, incapable of mitigation. Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation) - site could impact on the setting of Fen Ditton and its conservation area. However, Policy H/6 proposes to keep development to a minimum.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes Site is within the Green Belt, but Policy H/6 proposes to keep development to a minimum.

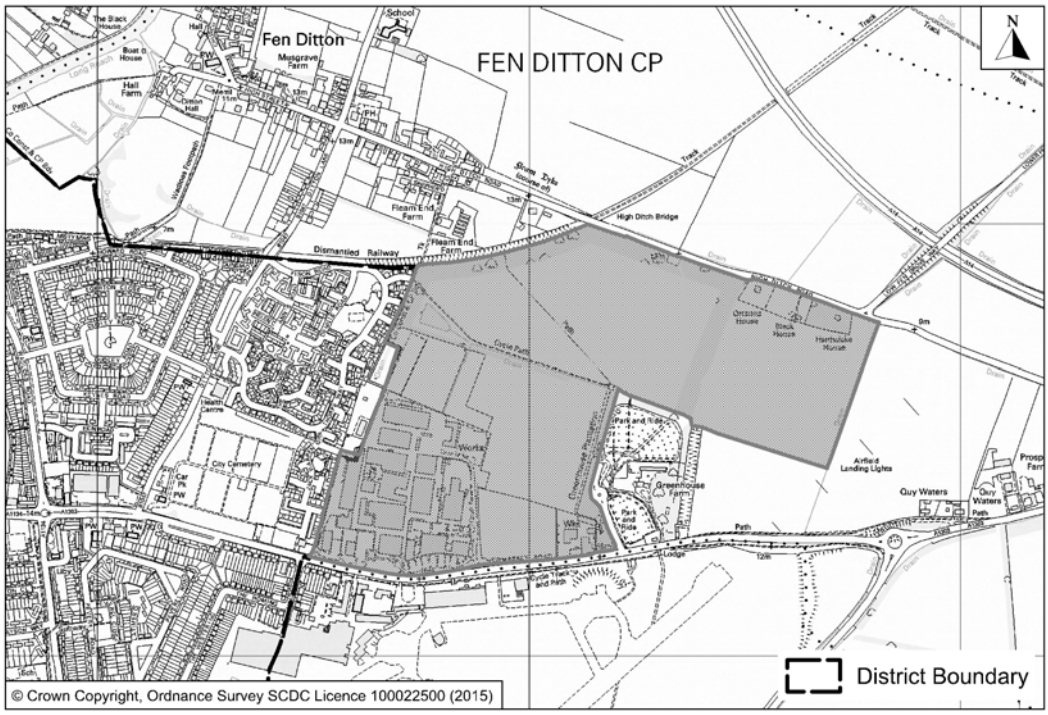
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Site could impact on the setting of Fen Ditton conservation area, which contains several listed buildings. However, Policy H/6 proposes to keep development to a minimum. There is known archaeology in the area, which will require assessment prior to development.
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
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 0.7km ACF from centre of the site to Fen Ditton Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		AMBER = 400 -800m 745m ACF from centre of the site to Fen Ditton Recreation Ground.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		R = >800m 804m ACF to Fen Ditton High Street.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m 700m ACF from centre of site to Nuffield Road Medical Centre, Cambridge.
Key Local	Will it improve		AMBER = No impact on facilities (or

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

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

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

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



Site description: The site lies to the north of Newmarket Road and comprises the North Works site (although car show rooms and associated uses on the frontage of Newmarket Road may be retained in the short term), fields to the north of the North Works and a petrol filling station. The site lies almost entirely within South Cambridgeshire. Land North of Newmarket Road was allocated within South Cambridgeshire Local Development Framework Cambridge East Area Action Plan as Policy CE/3. Policy CE/3 has been carried forward into the Local Plan as Policy SS/3.
Current use(s): Business use, petrol filling station and agricultural
Proposed use(s): Residential
Site size (ha): South Cambridgeshire: 61.56 ha
Potential residential capacity: 1,500 – 2,000 dwellings

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

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

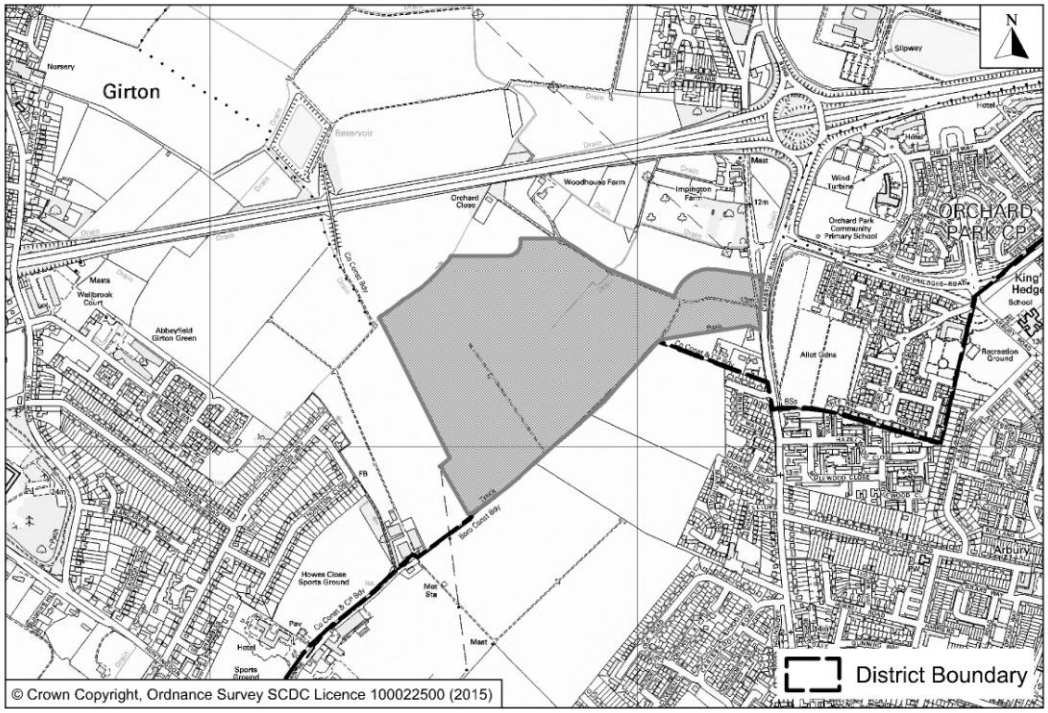
	interest, and geodiversity? (Including International and locally designated sites)		
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green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

	Green Belt purposes?		previous round of plan making. Site was considered capable of development without significant 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)?		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 Cambridge East AAP requires measures to investigate archaeology on the site.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		GREEN = Development would create additional opportunities for renewable energy. Cambridge East AAP requires at least 10% of energy requirements to be met through renewables.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
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 Cambridge East AAP requires delivery of open space to meet needs generated.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1.2km ACF from centre of the site to Fen Ditton Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1,247m ACF from centre of the site to Fen Ditton Recreation Ground.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m Will include local centre on site.

Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m 682m ACF from centre of site to East Barnwell 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?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit Will include new local centre, and AAP requires delivery of community facilities to meet needs.
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 Cambridge East AAP requires delivery of community facilities.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres Cambridge East AAP specifically requires regard to be had to impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km 2.3km ACF from centre of the site to Cambridge 003B (Cambridge Northern Fringe East & Trinity Hall Industrial Estate)
Employment -	Would		G = No loss of employment land / allocation

Land	development result in the loss of employment land, or deliver new employment land?		is for employment development Residential led, but potential to retain employment north of Newmarket Road.
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 Infrastructure improvements required to accommodate this scale of development. Measures are set out in the Cambridge East Area Action Plan.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated New school provision required.
Distance: Primary School	How far is the nearest primary school?		G = <400m Primary school to be provided on site.
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km 2.6km ACF from centre of site to Coleridge Community College.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path Development will provide opportunities for cycling infrastructure improvements. Measures are outlined in the Cambridge East Area Action Plan.
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 22
Distance: bus stop / rail station			G = Within 600m (4) Cambridge East AAP states all development will be within 400m of a bus stop.
Frequency of Public Transport			GG = 10 minute frequency or better (6) Park and ride buses every 10 minutes. Citi1 service runs part north of Cherry Hinton site, providing 20 minute frequency service. Cambridge East AAP development will be served by HQPT

Public transport journey time to City Centre			GG = 20 minutes or less (6)
Distance for cycling to City Centre			GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 3,670m ACF from centre of the 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. Road access mitigation measures will be required.
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 Development will provide opportunities for public transport / walking and cycling infrastructure improvements. Measures are outlined in the Cambridge East Area Action Plan.

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 10) Land between Huntingdon Road and Histon Road**
Site reference number(s): SP/2 / SS/2 & SC298	
Consultation Reference numbers:	
Site name/address: Land between Huntingdon Road and Histon Road – NIAB (Darwin Green) 2	
Map: 	
Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB (Darwin Green) development within the city (the NIAB1 site). NIAB (Darwin Green) 2 was removed form the Green Belt and allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.	
Current use(s): Agricultural land	
Proposed use(s): Housing-led urban extension	
Site size (ha): South Cambridgeshire: 27.80 ha	
Potential residential capacity: Approximately 900 dwellings	

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL No significant area of previously developed land.

Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - a large proportion of the site is grade 2, the remainder of the site is grade 3.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Developable area avoids the air quality management area to the north. Mitigation measures will still be required, including consideration of the impact of development on air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		RED = Within or adjacent to an AQMA, M11 or A14 Adjacent to the AQMA, but residential development lies entirely outside the AQMA. (The policy requires appropriate mitigation). 150m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation High level of noise associated with A14, but capable of appropriate mitigation.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and		GREEN = No impact / Capable of full

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

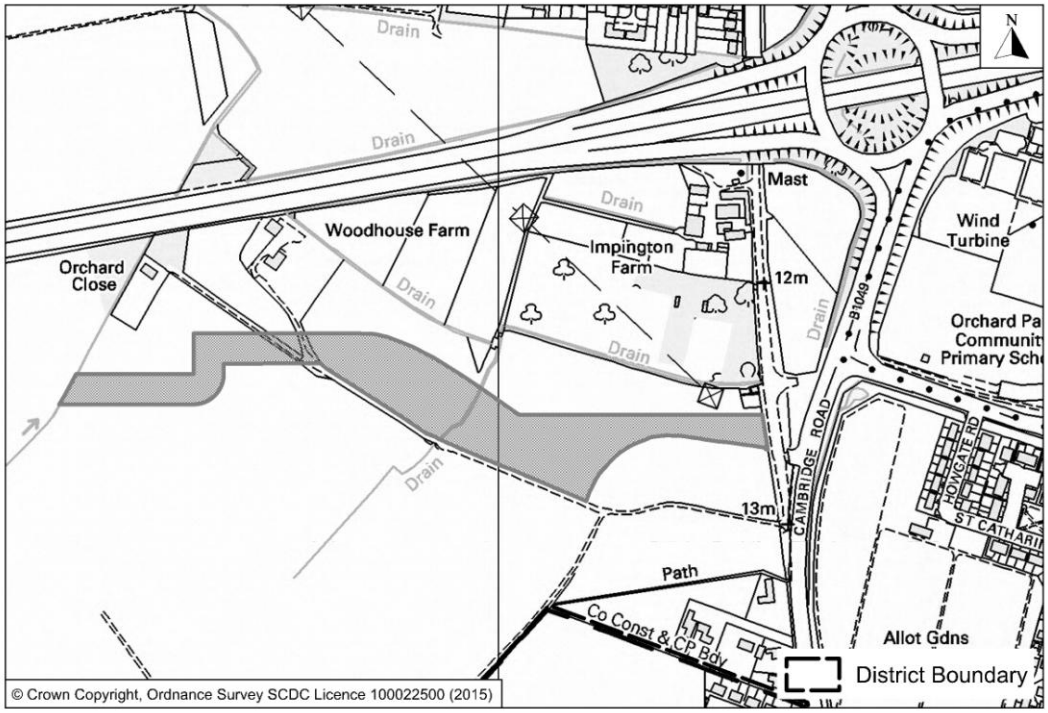
	character?		
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		AMBER = negative impact on townscape character, incapable of mitigation.
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No Impact Site was removed from the Green Belt through the previous round of plan making,.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Grade II* listed Girton College lies over 400m from the site and is separated from it by suburban housing. Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list. The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and croprmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
CLIMATE CHANGE			
Renewables	Will it support the		AMBER = Standard requirements for

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

	activities?		No facilities lost, and no new facilities proposed directly as a result of the development.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres Development would support vitality or viability of existing centres. Local centre for the whole development proposed within the adjoining development in Cambridge City.
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km 1.7km ACF from centre of the site to South Cambridgeshire 006D (Histon, including Vision Park)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development Potential to include elements of employment development.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.

Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. New schools to be provided on site.
Distance: Primary School	How far is the nearest primary school?		G = <400m New school to be provided on the NIAB2 site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) A new school is to be provided on the NIAB2 site.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle / pedestrian link to Thornton Way.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service
Sustainable 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 22
Distance: bus stop / rail station			GG = Within 400m (6) 266m from nearest bus stop
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
Distance for cycling to City Centre			GG = Up to 5km (6) 2.33km ACF from the centre of the site to Cambridge Market.
Distance: Railway	How far is the site from an existing or		R = >800m 4,673m ACF from centre of the site to

Station	proposed train station?		Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?		GREEN = No capacity / access constraints identified that cannot be fully mitigated Safe access can be achieved. Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity will need to be determined through transport modelling and a detailed transport assessment.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking facilities Subject to there being good links from the development to the proposed orbital cycle route to the southeast and to the adjoining development in Cambridge City and to the centre of Cambridge. There should also be a cycle / pedestrian link to Thornton Way.

Site Information	
Development Sequence	**Edge of Cambridge (Broad Location 10) Land between Huntingdon Road and Histon Road**
Site reference number(s): SS/2 & SC298	
Consultation Reference numbers:	
Site name/address: Land between Huntingdon Road and Histon Road – NIAB (Darwin Green) 3	
Map: 	
Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the allocated NIAB (Darwin Green) developments within the City and South Cambridgeshire (the NIAB1 & 2 sites). NIAB 2 was allocated within South Cambridgeshire Local Development Framework Site Specific Policies Development Plan Document as Policy SP/2. Policy SP/2 has been carried forward into the Local Plan as Policy SS/2.	
Current use(s): Agricultural land	
Proposed use(s): Housing-led urban extension	
Site size (ha): South Cambridgeshire: 3.16 ha	
Potential residential capacity: Approximately 100 dwellings	

LAND			
PDL	Would development make use of previously		RED = Not on PDL No significant area of previously developed land.

	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
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area. The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. Developable area avoids the air quality management area to the north. Mitigation measures will still be required, including consideration of the impact of development on air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		RED = Within or adjacent to an AQMA, M11 or A14 Adjacent to the AQMA, but residential development lies entirely outside the AQMA (The policy requires appropriate mitigation). 115m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation High level of noise associated with A14, but capable of appropriate mitigation.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and		GREEN = No impact / Capable of full

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

	character?		
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		AMBER = negative impact on townscape character, incapable of mitigation. Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes Development at this site would have negative impacts on the Green Belt purposes however mitigation is possible. UPDATE INNER GREEN BOUNDARY STUDY 2015 The study notes that this sector as a whole (Sector 1) plays a key role in the separation between the village of Girton and the existing and future edge of Cambridge, both adjacent to the Darwin Green development and in relation to the development at North West Cambridge. It also provides separation between the future edge of Cambridge and Histon and Impington. It retains open countryside close to the future edge of the city and prevents the sprawl of built development as far as the edge of Girton and the A14, retaining the distinctive approach into Cambridge from the north west along Huntingdon Road. It also preserves what remains of the separate identity of the southern part of Girton. South Cambridgeshire Local Plan proposes a minor realignment of the boundary between sub area 1.3 and the future development, with a small release of land from Green Belt. This will marginally decrease the width of Green Belt retained south of the A14 but will make no appreciable difference to the perception of the city and its setting, nor to the separation from the necklace villages.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including		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 Grade II* listed Girton College lies over 400m from the site and is separated from it by suburban housing. Impington Farm

	conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list. The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788). County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
CLIMATE 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 Site within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. The landowners propose substantial areas of new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m or onsite provision Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.
Gypsy &	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 400-800m from new local centre at NIAB1.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		A = 400 - 800m A new health facility is to be provided as part of the NIAB1 development.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit New local facilities or improved existing facilities are proposed of significant benefit. The NIAB developments will include a new secondary school, primary school, local shopping and community facilities.
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible No facilities lost, and no new facilities proposed directly as a result of the development.
Integration with Existing 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		GREEN = No effect or would support the vitality and viability of existing centres

	hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		Development would support vitality or viability of existing centres. Local centre for the whole development proposed within the adjoining development in Cambridge City.
Employment - Accessibility	How far is the nearest main employment centre?		AMBER = 1-3km 1.7km ACF from centre of the site to South Cambridgeshire 006D (Histon, including Vision Park)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development Potential to include elements of employment development.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. New schools to be provided on the NIAB2 site.
Distance: Primary School	How far is the nearest primary school?		G = <400m New school to be provided on the NIAB2 site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) A new school is to be provided on the NIAB2 site.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Subject to there being good links from the development to the proposed orbital cycle route to the southeast. There should also be a cycle / pedestrian link to Thornton Way.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service

Sustainable 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 22
Distance: bus stop / rail station			GG = Within 400m (6) 266m from nearest bus stop
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			GG = 20 minutes or less (6) Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
Distance for cycling to City Centre			GG = Up to 5km (6) 2.33km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 4,728m ACF from centre of the site to Cambridge Station.
Access	Will it provide safe access to the highway network, where there is available capacity?		GREEN = No capacity / access constraints identified that cannot be fully mitigated Safe access can be achieved. Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity will need to be determined through transport modelling and a detailed transport assessment.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking facilities Subject to there being good links from the development to the proposed orbital cycle route to the southeast and to the adjoining development in Cambridge City and to the centre of Cambridge. There should also be a cycle / pedestrian link to Thornton Way.