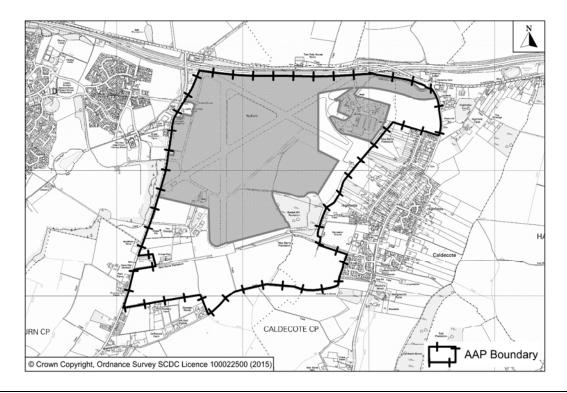
Site Information	
Development Sequence	New Settlement
Site reference number(s): SC057 & 238	
Consultation Reference numbers: 5 (I&O 20	012)

Мар:

Site name/address: Bourn Airfield, Bourn



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

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

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

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

Potential residential capacity: 3,500 dwellings

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	·
	use of previously	The site includes the runways and some
	developed	aircraft hangers, industrial buildings and
	land?	outside storage areas. The rest of the site is
		in agricultural use and therefore not PDL.
		Approximately one third of site 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 site is Grade 2. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	1.000.100.	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring	AMBER = Adverse impacts capable of adequate mitigation Noise issues - Environmental Health concerns about the site in 2012 relate to the former ThyssenKrupp manufacturing processes on the site. Note that the site is not currently in active use. The replacement of the existing industrial type uses with lower noise impact employment

	1		
	uses)?	policy proposed, w mitigation as appro of measures to mit from the A428 on t	ired by the local plan with additional noise opriate and consideration tigate traffic noise impacts future residential would cerns, through master
Contamination	Is there possible contamination on the site?	an area with a hist capable of remedia proposed develop	tially within or adjacent to ory of contamination, or ation appropriate to ment
		have contaminated investigation. Pote through remediation	d land. It will require ntial for minor benefits on of minor contamination.
Water	Will it protect and where possible enhance the quality	mitigation	act / Capable of full
	of the water environment?	appropriate standa measures will achi development proc	neutral impact are that ards and pollution control eved through the ess, e.g. as part of age Systems (Suds).
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	existing site design conservation or re	cognised as containing and impacts capable of
	interest, and geodiversity? (Including	Adjoins Bucket Hil Wildlife Site.	l Plantation County
District in	International and locally designated sites)	the junction of the M11, planned to so would also be requested ancient priority habitats. If carried out on line adverse effects.	riority measure between A428/A1303 and the ecure wider benefits uired to serve this site, woodland and BAP works were able to be this might alleviate the
Biodiversity	Would development reduce habitat fragmentation, enhance	negative impact or	oment would have an existing features or capable of appropriate
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and	warrant retention of appropriate mitigate through the development impact likely to be	hat existing features that can be retained or tion will be achieved opment process. Greatest as a result of loosing currently found within the

	-		
	maintain		airfield strips. Great crested newts are
	connectivity		known to be in the vicinity and may also be
	between green		adversely affected.
	infrastructure))?		daversely americal
			Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		
	by a Tree		TPO present in hedge lines throughout the
	Preservation Order		site with a significant woodland in the south
	(TPO)?		east boundary (just off site).
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
minastructure			
	and green spaces,		Opportunities for new green infrastructure
	through delivery of		within the wider AAP area.
	and access to		
	green		
	infrastructure?		
LANDSCAPE, 7	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Assumptions for a neutral impact include
	Character?		· · · · · · · · · · · · · · · · · · ·
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
			Bus priority measures and cycling and
			pedestrian improvements between
			Cambourne and Cambridge, planned to
			secure wider benefits would also be
			required to serve this site. The segregated
			bus priority measure between the junction of
			the A428/A1303 and the M11 may affect the
			Greenbelt. If works were able to be carried
			out on line this might alleviate some of the
			adverse effects.
Townscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		Accumpations for a political improcet include
	character, including		Assumptions for a neutral impact include
	through		that appropriate design and mitigation
	appropriate design		measures would be achieved through the
	and scale of		development process.

	development?	
		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
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 Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
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 Setting of listed buildings to west and south west of site would be adversely affected by development. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.
Renewables	NGE Will it support the	GREEN = Development would create
	use of renewable energy resources?	additional opportunities for renewable energy.
		Development would create minor additional

		opportunities for renewable energy. A new
		settlement of this scale would be expected
		to include additional renewable energy
E	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	options
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for
		new public open space, including through
		delivery of green infrastructure.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	New village centre would be required.
	centre?	(Centre point of site beyond 1,000m of
Distance City	Llavy famila tha aita	nearest existing centre)
Distance: City Centre	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance: GP	City Centre? How far is the	G = <400m
Service	nearest health	0
OCI VICE	centre or GP	Assumed provision on site
	service?	Assumed provision on site
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
า สบแนเธอ	of key local	benefit
	services and	DOTION
	facilities including	New settlement therefore would expect to
	health, education	be self sufficient and sustainable. Promoter
	and leisure (shops,	has indicated that the settlement will be a
	post offices, pubs	mixed use sustainable community.
	etc?)	mixed use sustainable confinitionity.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
. aomitio	and onlable	and rood or arry dominionity radinated or

	Τ .	
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community / village hall or
		improved existing facility is proposed of
		minor benefit (and is viable and
		sustainable). The promoter has indicated
		that the new settlement will be self sufficient
		and sustainable.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communico	with existing	ordate a new community.
	communities?	
ECONOMY	Communices:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriuge)	•	
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	new settlement is proposed as being a self
	town, district and	sufficient sustainable community.
	local centres?	,
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	DARK GREEN= Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	
	or deliver new	It is proposed that the new settlement be a
	employment land?	mixed-use community therefore this would
	employment land?	
		mitigate the loss of employment as a result
		of developing the airfield site. In addition the
		adjoining industrial site is proposed to be
		redeveloped with employment uses
		compatible with the adjoining site would
		enable the new village to include a
		significant element of employment.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate

	In Law Course 2	
	in key community	mitigation
	services and infrastructure, including communications infrastructure and broadband?	Major utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewage network is at capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
Distance: Primary	How far is the nearest primary	G = <400m
School	school?	Assumed provision on site.
Distance: Secondary School	How far is the nearest secondary school?	G = Within 1km (or site large enough to provide new)
School	SCHOOL:	Assumed new secondary school provision on-site.
TRANSPORT	•	
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more
LIGHT		limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances TSCSC refers to services of at least 15 minute frequency. Potential for improved.
		minute frequency. Potential for improved services in longer term. The City Deal A428 public transport corridor scheme includes bus priority and bus infrastructure improvements to improve journey time reliability (currently the subject

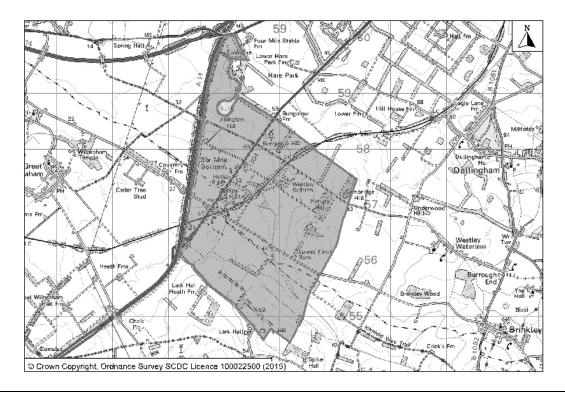
		of consultation).
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
	Scoring mechanism has	Green = Score 15-19 Hom 4 Criteria delow
Transport		Total agers of 17
Score (SCDC)	been developed to	Total score of 17
	consider access to	LIDDATE. Cooperation and from 40 to 47 to
	and quality of	UPDATE: Score changed from 13 to 17 to
	public transport,	reflect revised Public transport journey time
	and cycling. Scores	to City Centre score.
	determined by the four criteria below.	
	lour criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		33 = Within 400m (0)
station		Mitigation would include a segregated bus
Station		link though the development, providing good
		access to public transport. New public
		transport routes through the site to provide
		accessible services. (scoring revised for
		consistency with other major sites with new
		public transport provision)
		public transport provision,
		(Currently 820m ACF from the centre of the
		site to nearest bus stop).
Frequency of		G = 20 minute frequency (4)
Public		, ,
Transport		TSCSC requires creation of a High Quality
		Public Transport corridor linking the new
		village to Cambridge.
		HQPT corridor would create bus service
		frequency of 15 minutes or better.
		(Currently Citi 4 - 20 minute frequency)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Potential Journey time improvements
City Centre		identified by the A428 Cambourne to
		Cambridge Corridor Study would reduce
		journey time to below 30 mins (currently 33
		mins from existing bus stop).
		UPDATE: Change of score from Amber to
		Green
Distance for		A = 10km to 15 km (3)
cycling to City		7 TOMIT to TO MIT (0)
Centre		10.81km ACF from the centre of the site to
Jenue		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	12,221m ACF from centre of the site to
	station?	Shepreth Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.

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

	extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages
--	--

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC135		
Consultation Reference numbers: N/A		
Site name/address: Land at Six Mile Bottom		
	·	

Мар:



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

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

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

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

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

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

LAND		
PDL	Would	RED = Not on PDL
T DE	development make use of previously developed land?	No previously developed land other than residential properties and farm buildings.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - majority of site is classified as Grade 3, with some Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER= Site or a significant part of it falls within an allocated or safeguarded area, Minor negative impacts Small parts of the site fall within a designated areas in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves.
POLLUTION	•	•
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments
AQMA	Is the site within or	within the locality on air quality along with provision of a Low Emissions Strategy. RED = Within or adjacent to an AQMA, M11
AQIVIA	near to an AQMA, the M11 or the A14?	or A14 394m ACF from edge of site to A14.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse Impacts capable of adequate mitigation Parts of the site will be subject to significant levels of noise from traffic on the A11 to the west and from train operation through the middle of the site. A noise assessment will be required to quantify noise impacts and consider noise attenuation measures. Residential could be acceptable with a high level of mitigation: combination of

appropriate distance separation, of	rareful
orientation / positioning / design /	
layout of buildings, noise insulatio	
extensive noise attenuation meas	
Oxionalive fields attenuation mode	u100.
Possible malodour risk from nearb	οV
remaining farms / commercial use	•
proposals would be closer than ex	
residential. Minor to moderate ad	
odour risk may require assessmen	
Sasai nek may require assessines	
Noise can be mitigated through a	package
of site development management	
techniques such as bunding, orier	
levels, acoustic barriers etc. Howe	
may result in part of the land being	
undevelopable.	S
Contamination Is there possible AMBER = Site partially within or a	djacent to
contamination on an area with a history of contamin	
the site? capable of remediation appropriat	e to
proposed development (potential	to achieve
benefits subject to appropriate mit	tigation)
Potential for minor benefits through	
remediation of minor contamination	n, an
existing railway line running through	gh it and
two small areas of land of previou	
industrial / commercial use which	will
require investigation	
Water Will it protect and GREEN = No impact / Capable of	full
where possible mitigation	
enhance the quality	-
of the water Ground Water Source Protection 2	
environment? Almost all of site included within a	-
zone. A small part in zone 1 and t	
remainder in zones 2 and 3. Inclus	
Ground water Source Protection 2	
not rule out development but may	
land use or require pollution contr	OI
BIODIVERSITY measures.	
Designated Will it conserve AMBER: Contains or is adjacent t	o an
Sites protected species existing site designated for nature	
and protect sites conservation or recognised as cor	
designated for protected species, and impacts ca	•
nature appropriate mitigation	
conservation	
interest, and Part of site Local Nature Reserve,	and two
geodiversity? County sites exist within the boun	
(Including East Cambs).	
International and	
locally designated	
sites)	
,	/e a

	development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		positive impact by enhancing existing features and adding new features or network links Presence of protected species - Greatest impact likely to result from a loss of extensive open farmland. This site has a large brown hare population that use these fields as breeding sites. Opportunity for habitat linkage / enhancement / restoration particularly regarding hedgerows and grassland, balanced by threats to existing features.
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.
	TOWNSCAPE AND C	ULTURAL HI	
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 is in the East Anglian Chalk landscape character area. Apart from the evident transport infrastructure (the Cambridge-Newmarket railway also crosses the site west of the site) this area is deeply rural and sparsely populated, particularly to the south and east. The area is characterised by a high and rolling chalk landscape. The area is influenced by the patchwork of studs and farms towards Newmarket to the northeast. To the south and east the chalk hills are dominant. The area has a distinct grid of roads, tracks and vegetated field boundaries. However the rolling land ensures that this appears far less regimented when viewed on site. The site has two distinct areas, first a triangle of relatively level land between the
			The site has two distinct areas, first a triangle of relatively level land between the A11 and A1304 – This is characterised by a series of large houses and farms along the

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

	development?				
Green Belt	What effect would		GREEN = No impact or Minor positive		
2.55 25	the development of		impact on Green Belt purposes		
	this site have on		The section of the particular par		
	Green Belt				
	purposes?				
Heritage	Will it protect or		RED = Site contains, is adjacent to, or		
3-	enhance sites,		within the setting of such sites, buildings		
	features or areas of		and features, with potential for significant		
	historical,		negative impacts incapable of appropriate		
	archaeological, or		mitigation		
	cultural interest				
	(including		Listed Buildings – Not within SCDC (but 4		
	conservation		within the site)		
	areas, listed		main are energ		
	buildings,		Non-statutory archaeological site – There		
	registered parks		are numerous Bronze Age barrows known		
	and gardens and		in the area, a significant number of which		
	scheduled		are designated Scheduled Monuments		
	monuments)?		(SAM 33341, 33346). A Romano-British		
			settlement site west of Allington Hill is also a		
			designated Scheduled Monument (SAM72).		
CLIMATE CHAI	NGE		accignated Contradict Monamont (Or WITZ).		
Renewables	Will it support the		GREEN = Development would create		
	use of renewable		additional opportunities for renewable		
	energy resources?		energy.		
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk		
			Crost majority of site in Flood Zone 1 and		
			Great majority of site in Flood Zone 1 and no drainage issues that cannot be		
			appropriately addressed.		
			appropriately addressed.		
			Surface drainage will be dealt with by		
			incorporation of sustainable drainage		
			techniques and the intention should be to		
			ensure that the site maintains green field		
			run off rates. The land strata is Chalk, which		
			requires special construction methods being		
			used to protect underlying aquifers.		
HUMAN HEALT	HUMAN HEALTH AND WELL BEING				
Open Space	Will it increase the		DARK GREEN = Development would create		
	quantity and quality		the opportunity to deliver significantly		
	of publically		enhanced provision of new public open		
	accessible open		spaces in excess of adopted plan		
	space?		standards.		
Distance:	How far is the		GREEN = <1km		
Outdoor Sport	nearest outdoor				
Facilities	sports facilities?		On site provision assumed		
Distance: Play	How far is the		GREEN = <400m		
Facilities	nearest play space				
	for children and		On site provision assumed		
	teenagers?				
Gypsy &	Will it provide for		AMBER = No Impact		
Traveller	the				

accommodation	
needs of Gypsies	
and Travellers and	
Travelling	
Showpeople?	
Distance: How far is the site $G = <400$ m	
District or from the nearest	
	site beyond 1,000m of
centre? nearest existing	g centre.
	network of centres would be
	ve a new settlement
Distance: City How far is the site R = >800m	
Centre from edge of	
defined Cambridge	
City Centre?	
Distance: GP How far is the G = <400m	
Service nearest health	an accumend
centre or GP On site provision	on assumed.
service?	Land to all the annual section of
·	local facilities or improved
	s are proposed of significant
of key local benefit	
services and	tion or improved eviation
	ties or improved existing
	oposed of significant benefit.
· · · · · · · · · · · · · · · · · · ·	lude new secondary and s, medical provision, retail,
post offices, pubs primary schools etc?)	•
	elopment would not lead to
	community facilities or
	appropriate mitigation
community	appropriate magation
activities?	
	munity / village hall or
	ng facility is proposed of
·	efit (and is viable and
	ubmission states that a
	unity facilities will be
provided.	, , , , , , , , , , , , , , , , , , , ,
	d scope for integration with
	unities / of sufficient scale to
Communities the site integrate create a new co	
with existing	•
communities?	
ECONOMY	
Deprivation Does it address AMBER = Not v	within or adjacent to the 40%
·	Super Output Areas within
	ording to the Index of
deprivation in Multiple Depriva	
Abbey Ward and	
Kings Hedges?	
Would allocation	
· · · · · · · · · · · · · · · · · · ·	

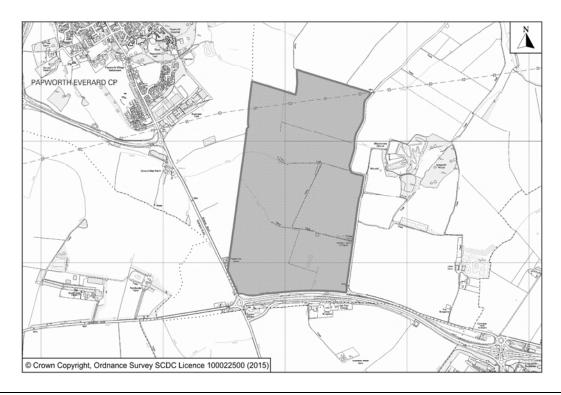
	Ι	 <u></u>
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable scale to
	local centres?	serve needs of new residents and will not
		impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	
	or deliver new	Development would significantly enhance
	employment land?	employment opportunities. The proposed
		submission refers to the provision of new
		employment.
Utilities	Will it improve the	RED = Significant upgrades likely to be
	level of investment	required but constraints incapable of
	in key community	appropriate mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and	sewerage systems will need reinforcement
Edward Care	broadband?	to increase capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
Distance:	How far is the	G = <400m
Primary	nearest primary	<u> </u>
School	school?	On Site provision assumed
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide non/
	33,1331.	On Site provision assumed
TRANSPORT	1	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Poor access to services by walking and
	the site?	cycling – cycle links to Great Wilbraham,
		Newmarket and Cambridge would be
	1	·

		required.
HQPT	Is there High	AMBER = service meets requirements of
וועוו	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	สมากรเสกษร
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	GREEN = Score 15-19 Horri 4 Citiena below
Score (SCDC)	been developed to	Total score of 13.
3001e (30D0)	consider access to	Total score of 13.
	and quality of	UPDATE: Scoring changed from 10 to 13 -
	public transport,	revised for consistency with other major
	and cycling. Scores	sites with new public transport provision.
	determined by the	Sites with new public transport provision.
	four criteria below	
Distance: bus	Tour criteria below	GG = Within 400m (6)
stop / rail		00 = \(\text{vittill1 +00111 (0)}\)
station		New settlement would require new bus
otation		stops and public transport routes to through
		the settlement.
		the sottoment.
		UPDATE: scoring revised for consistency
		with other major sites with new public
		transport provision.
		transport provision
		(Currently 903m ACF from the centre of the
		site to nearest bus stop 17 service).
Frequency of		G = 20 minute frequency (4)
Public		1 , ()
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		(Currently less than hourly service)
Public		RR = Greater than 50 minutes (0)
transport		
journey time to		Service takes 15 minutes from Six Mile
City Centre		Bottom to Newmarket.
		Service takes 54 minutes from Six Mile
D:		Bottom to Cambridge.
Distance for		A = 10km to 15 km (3)
cycling to City		0.45lm; AO5 from the
Centre		8.45km ACF from the centre of the site to
		Newmarket Market.
		12.72km ACE from the contract the site is
		13.73km ACF from the centre of the site to
Dietanes:	How for in the nite	Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	Dromotor proposes now station on the
Station	proposed train	Promoter proposes new station on the
	station?	Newmarket to Cambridge railway, potential
		timetabling and capacity issues on this line would need to be checked.
Accoss	Will it provide cofe	
Access	Will it provide safe	RED = Insufficient capacity/ access.

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

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC194		
Consultation Reference numbers:		
Site name/address: Land north of A428, Cambourne		

Мар:



Site description: The site lies to the north of the A428, east of the A1198 and west of Brockley Road, Elsworth.

Fields adjoin it to the north and separate it from the A1198 to the west. Brockley Road, an unclassified road, bounds the site to the east and the A428 trunk road to the south. There is a hedgerow to the boundary with the A1198 that screens most views across the site from the east and a post-rail fence and hedgerow to the A428 to the south. This fencing also separates a cyclepath and tree planting along the northern edge of the A428. A motel and Chinese restaurant fronting A1198 adjoins the site at its south western edge.

The site consists of open countryside and incorporates Common Farm Cottages comprising two pairs of semi-detached houses accessed via a farm track off Brockley Road, Elsworth that lie perpendicular to the road. The land rises slightly towards A428 but is a relatively flat area with long distance views across it.

It is characterised by large open arable fields with few obvious field boundary markings, although there are some hedgerow trees to Brockley Road and ditches to some field boundaries. There are two wooded areas located beyond the cottages towards the northern part of the site – both are protected by Tree Preservation Orders.

Current use(s): The site consists of agricultural land and four dwellings.

Proposed use(s): Residential development with employment, retail, community uses and public open space.

Site size (ha): South Cambridgeshire: 164.11

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

LAND				
PDL Agricultural	Would development make use of previously developed land? Would		RED = Not on PDL Partly – the site includes 4 dwellings creating a very small area of previously developed land. RED = Significant loss (20 ha or more) of	
Land	development lead to the loss of the best and most versatile agricultural land?		Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 160 ha.). Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.	
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.	
POLLUTION				
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.	
AQMA	Is the site within or near to an AQMA, the M11 or the		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality. 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 Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to Papworth Business Park and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate. A high voltage overhead electricity line runs through the middle of the site so there are possible electromagnetic fields concerns
Contamination	Is there possible contamination on	(EMFs). GREEN = Site not within or adjacent to an area with a history of contamination
Water	the site? Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to, designated for nature conservation or recognised as containing protected species or local area will be developed as greenspace. No or negligible impacts No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the site. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some
Biodiversity	Would development reduce habitat fragmentation,	of the adverse effects. AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation

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

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

Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
			Development could create minor additional opportunities for renewable energy.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
			Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	TH AND WELL BEING	ì	
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality of publically		provision to adopted plan standards is provided onsite
	accessible open space?		Development would create minor
	space:		opportunities for new public open space.
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		OKEEN - CIKIII
Facilities	sports facilities?		Assumed provision on site
Distance: Play	How far is the		GREEN = <400m
Facilities	nearest play space		
	for children and		Assumed provision on site
	teenagers?		·
Gypsy &	Will it provide for		AMBER = No Impact
Traveller	the		·
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
Distance	Showpeople?		ODEEN 400m
Distance: District or	How far is the site from the nearest		GREEN = <400m
Local Centre	District or Local		Assumed provision of a local centre on site
Local Centre	centre?		Assumed provision of a local certile on site
Distance: City	How far is the site		R = >800m
Centre	from edge of		1 - 7 0 0 0 m
0011110	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		R = >800m
Service	nearest health		
	centre or GP		2,198m ACF from centre of site to The
	service?		Surgery, Papworth Everard.
Key Local	Will it improve		GREEN = New local facilities or improved
Facilities	quality and range		existing facilities are proposed of significant
	of key local		benefit
	services and		
	facilities including		New local facilities or improved existing
	health, education		facilities are proposed of significant benefit.
	and leisure (shops,		The development proposes employment,
	post offices, pubs		retail and community uses.
Community	etc?)		CPEEN - Dovolopment would not load to
Community Facilities	Will it encourage and enable		GREEN = Development would not lead to the loss of any community facilities or
i aciiilies	and enable		the 1000 of any community facilities of

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

		therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.
		The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site. The sewerage network is approaching capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assumed provision on site
Distance:	How far is the	A = 1 to 3 km
Secondary School	nearest secondary school?	1.9km ACF from centre of site to Cambourne Village College.
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
		Uncertainty regarding how a stand alone site in this location would connect to proposed improvements on the A428 corridor.
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
	,	Development of this scale would require new bus routes through the site, although uncertain how this would be achieved.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	RED = Score 5-9 from 4 criteria below Total score of 9
Distance: bus stop / rail		A = Within 800m (3)
station		Development of this scale would require

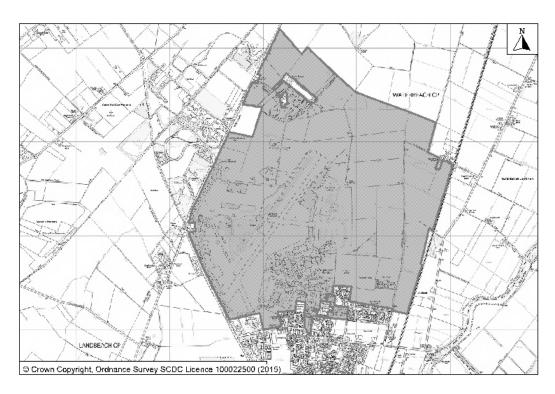
		new bus routes through the site, although uncertain how this would be achieved.
		(Currently 1,005m ACF from the centre of the site to the nearest bus stop (1 service).
		1,268m ACF from the centre of the site to the nearest bus stop (Citi 4 service))
Frequency of		G = 20 minute frequency (4)
Public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

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

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC231		
Consultation Reference numbers: 2 (I&O 2012)		

Site name/address: Land north of Waterbeach

Мар:



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

Current use(s): Military Barracks / Agriculture

Proposed use(s): Mixed use new community comprising up to 12,750 dwellings forming a linked urban extension to Waterbeach, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a rapid bus service alongside the A10, and public open space including parkland around Denny Abbey Scheduled Monument. The promoter's proposed capacity was revised to 10,500 dwellings in their response to the Issues and Options 1 Consultation.

Site size (ha): South Cambridgeshire: 558 ha

Potential residential capacity: 10,500 (40dph)

LAND			
PDL	Would	AMBER = Partially on PDL	
. 52	development make use of previously developed land?	Military barracks and airfield.	
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 is classified as Grade 2, with some Grade 3. Airfield is unclassified. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.	
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?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.	
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	GREEN = No adverse effects or capable of full mitigation Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to	

	T		
	generator(including compatibility with neighbouring uses)?	WY Ca an esi de pe ca WY mu asi ex sig ad mo	tigate. Small part of the site is within a WTW safeguarding Area of the ambridgeshire & Peterborough Minerals at Waste LDF. Core Strategy policy CS31 tablishes a presumption against allowing evelopment that would be occupied by cople because of the impact on amenity used by offensive odours from the site. Here new development is proposed it ust be accompanied by an odour sessment report. Development could pose residents to offensive odours with gnificant negative impacts incapable of lequate mitigation. Developers propose to ove the WWTW off site which would tigate this impact.
Contamination	Is there possible contamination on the site?	AN an ca pro ac	MBER = Site partially within or adjacent to area with a history of contamination, or pable of remediation appropriate to oposed development (potential to hieve benefits subject to appropriate tigation)
		rer site col of	otential for minor benefits through mediation of minor contamination, the e has a number of potential sources of ntamination- previous military land, areas filled ground, a sewerage works and also ljacent to railway line and landfill.
Water	Will it protect and where possible enhance the quality of the water environment?	As ap me de	evelopment unlikely to affect water quality. ssumptions for a neutral impact are that propriate standards and pollution control easures will achieved through the evelopment process and will mitigate any pact on groundwater.
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity?	to rec or gre Bu an	REEN = Does not contain, is not adjacent designated for nature conservation or cognised as containing protected species, local area will be developed as eenspace. No or negligible impacts as priority measures, Park & Ride, cycling ad pedestrian improvements, and
	(Including International and locally designated sites)	co wc Pro ide	ghways improvements on the A10 rridor, planned to secure wider benefits ould also be required to serve this site. oposed route do not pass through any entified sites of ecological designation.
Biodiversity	Would development reduce habitat fragmentation,	po fea	REEN = Development could have a sitive impact by enhancing existing atures and adding new features or stwork links

	enhance native species, and		Assumptions for a positive impact are that
	help deliver habitat		Assumptions for a positive impact are that opportunities for enhancement and new
	restoration (helping		features will be achieved and that risks of
	to achieve		negative impact (loss of existing features)
	Biodiversity Action		will be satisfactorily mitigated, opportunities
	Plan targets, and		include new woodland, hedgerows,
	maintain		grassland, watercourses and ponds.
	connectivity		Due to the range of habitats currently found in this site an impact would be upon a range
	between green infrastructure)?		of species. The site is currently subject to a
	initastractare):		low level of human disturbance. The site
			contains some populations of plants
			unrecorded elsewhere within the county.
			Any development of this large site would
			require extensive ecological investigation
			(possibly over several years) as part of the
			EIA process. Opportunity for habitat linkage/enhancement/restoration balanced
			by threats to existing features.
			Bus priority measures, Park & Ride, cycling
			and pedestrian improvements, and
			highways improvements on the A10
			corridor, planned to secure wider benefits
			would also be required to serve this site.
			Proposed route do not pass through any
			identified sites of ecological designation.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately adjacent protected		any protected trees
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife and green spaces,		significant new green infrastructure
	through delivery of		Development would deliver significant new
	and access to		Green Infrastructure. The proposed
	green		development includes around 114 hectares
	infrastructure?		of new public open space and a 92 hectare
LANDOCADE	FOWNECARE AND C	III TUDAL III	landscaped setting for Denny Abbey.
Landscape	TOWNSCAPE AND CO	ULTUKAL HI	RED = Significant negative impact on
Lanascape	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	,		,
	distinctiveness of		l l
	landscape		The scale and character of the proposed
			development would be visible over large
	landscape		development would be visible over large areas, and the likely scale and type of
	landscape		development would be visible over large

		would mean a high inter-visibility between sections of the development and reinforce its total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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) Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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 Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative

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

		new public open space).
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	GILLIN - CIKIII
•	sports facilities?	Assumed provision on site
Facilities		Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	G = \$400111
		Assumed a structure of towns and local southern
Local Centre	District or Local	Assumed network of town and local centres
	centre?	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Assumed provision on site.
	service?	
		(Currently 1,686m ACF from centre of site
		to Rosalind Franklin House, Waterbeach)
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
i aciiiles	of key local	benefit
	services and	Derient
		Now local facilities or improved existing
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
lete enation	Henry well westel de	places of faith
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	-	
Deprivation (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	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Cambridge? Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	DARK GREEN = Development would significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary.
Distance: Primary School Distance: Secondary School	How far is the nearest primary school? How far is the nearest secondary school?	G = <400m Assume provision on site. G = Within 1km (or site large enough to provide new)

		Assume provision on site.
TRANSPORT		1
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Assumed provision of cycling improvements along with a busway to Cambridge would form part of mitigation package.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
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. UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station		GG = Within 400m (6) New settlement would require new bus stops which would mostly fall within 800m of the site. Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision) (Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)). UPDATE: Score changed from Amber =
Frequency of Public Transport		Within 800m to GG = Within 400m. G = 20 minute frequency (4) New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. 196 service - less than hourly service.

		9 service - hourly service.
Public		G = 21 to 30 minutes (4)
transport		()
journey time to		196 service - 36 minutes to Ely.
City Centre		
J.,		9 service - 25 minutes to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City		S = Skill to Tokill (1)
Centre		9.90km ACF from the centre of the site to
Ochic		Cambridge Market.
Distance:	How far is the site	G = <400m
		G = <400111
Railway	from an existing or	Now train station proposed on the Fly to
Station	proposed train	New train station proposed on the Ely to
	station?	Cambridge railway line to serve village and
_		the new town site.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	Insufficient capacity on existing roads. The
		extent of necessary mitigation measures
		relating to highway capacity and access
		arrangements will need to be determined
		through transport modelling and a detailed
		transport assessment. They could include
		dualling of the A10 between Waterbeach
		•
		and the A14 and upgrading of the A10 and
		A14 junction. Development proposals of this
		scale will need to be backed by a Transport
		Assessment and supporting Travel Plans.
		Any Transport Assessment will need to be
		based on analysis undertaken using the
		Cambridge Sub-Region Model. Detailed
		mitigation measures and the identification of
		appropriate financial contributions and
		obligations under Section 106 will be
		identified based on the appraisal of the
		Transport Assessment for each site.
		(Score changed from Red)
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities		
ı ัสปแแ น ่อ	transport network	public transport, cycling, walking facilities
	safer for public	Mandal patantially panel in a local Caract
	transport, walking	Would potentially result in significant
	or cycling facilities?	improvement to public transport, walking or
		cycling facilities. Promoter proposes new
		train station on the Ely to Cambridge railway
		line. Also propose a rapid bus service
		alongside the A10 – potential to link into
		CGB at Science Park. Opportunities to link
		to existing walking and cycle routes (such
		as NCN11) into Cambridge and other key
		sites such as Science Park. Potential
		requirement to enhance Park and Ride site
		•
		on A10 at Milton to provide greater capacity.

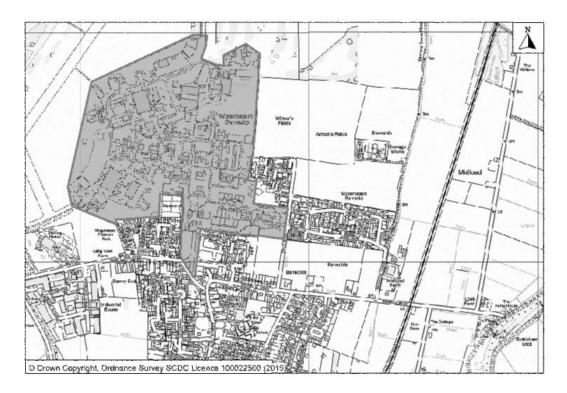
Opportunity to strengthen bus services on corridor between Waterbeach and
Cambridge by a rapid service alongside the
A10.

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC 231(built area only)			

Site reference number(s): SC 231(built area only) **Consultation Reference numbers:** 4 (I&O1 2012)

Site name/address: Land north of Waterbeach (built area only)

Мар:



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

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

Proposed use(s): Residential.

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

Potential residential capacity: 930 dwellings (40 dph)

LAND		
PDL	Would development make use of previously developed land?	GREEN = Entirely on PDL
Agricultural Land	Would development lead to the loss of the	GREEN = Neutral. Development would not affect grade 1 and 2 land.
	best and most versatile	Barracks is unclassified.
	agricultural land?	Bus priority measures, Park & Ride, cycling

Minerals	Will it avoid the sterilisation of economic mineral	and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land. GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	reserves?	
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	GREEN = Minimal, no impact, reduced impact. Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. The site is of a significant size and therefore there is a potential for an increase in traffic and static emissions that could affect local air quality. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	GREEN = No adverse effects or capable of full mitigation Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate.
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	
vvator	where possible		mitigation	
	enhance the quality		Imagaion	
	of the water		Development unlikely to affect water quality.	
	environment?		Assumptions for a neutral impact	
	CHVII OHITICHE:		are that appropriate standards and pollution	
			control measures will achieved	
			through the development process and will	
BIODIVERSITY	<u> </u>		mitigate any impact on groundwater.	
	Will it conserve		GPEN - Doos not contain is not adjacent	
Designated Sites			GREEN = Does not contain, is not adjacent	
Siles	protected species		to designated for nature conservation or	
	and protect sites		recognised as containing protected species,	
	designated for		or local area will be developed as	
	nature		greenspace. No or negligible impacts	
	conservation			
	interest, and		Bus priority measures, Park & Ride, cycling	
	geodiversity?		and pedestrian improvements, and	
	(Including		highways improvements on the A10	
	International and		corridor, planned to secure wider benefits	
	locally designated		would also be required to serve this site.	
	sites)		Proposed route do not pass through any	
			identified sites of ecological designation.	
Biodiversity	Would		AMBER = Development would have a	
	development		negative impact on existing features or	
	reduce habitat		network links but capable of appropriate	
	fragmentation,		mitigation	
	enhance			
	native species, and		Bus priority measures, Park & Ride, cycling	
	help deliver habitat		and pedestrian improvements, and	
	restoration (helping		highways improvements on the A10	
	to achieve		corridor, planned to secure wider benefits	
	Biodiversity Action		would also be required to serve this site.	
	Plan targets, and		Proposed route do not pass through any	
	maintain		identified sites of ecological designation.	
	connectivity		3 3	
	between green			
	infrastructure)?			
TPO	Are there trees on		GREEN = Site does not contain or adjoin	
	site or immediately		any protected trees	
	adjacent protected		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	by a Tree			
	Preservation Order			
	(TPO)?			
Green	Will it improve		AMBER = No significant opportunities or	
Infrastructure	access to wildlife		loss of existing green infrastructure capable	
	and green spaces,		of appropriate mitigation	
	through delivery of			
	and access to			
	green			
	infrastructure?			
I ANDSCAPE		II TURAL HI	I FRITAGE	
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) No impact. Generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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 Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits

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

Local Centre	District or Local	1,210km ACF to Chapel Street,
Local Contro	centre?	Waterbeach, surrounded by a cluster of
		services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	
	centre or GP	727m ACF from centre of site to Rosalind
	service?	Franklin House, Waterbeach.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
Community	etc?)	RED = Allocation would lead to loss of
Community Facilities	Will it encourage and enable	community facilities
racilities		community racinities
	engagement in community	Base closure has curtailed access to MOD
	activities?	facilities.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	The state of the s
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable
	local centres?	scale to serve needs of new residents and
		will not impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of

	employment	employment or is for another non-residential
	centre?	use
Employment - Land	Would development result in the loss of employment land, or deliver new	G = No loss of employment land / allocation is for employment development
	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 Minor utilities Infrastructure improvements may be required, but constraints can be addressed.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity may not be sufficient, but significant issues can be adequately addressed
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assume provision on site
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	4.4km ACF from centre of site to Cottenham Village College.
TRANSPORT	•	5
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.
HQPT	Is there High Quality Public Transport (at edge of site)?	RED = Service does not meet the requirements of a high quality public transport (HQPT)
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	AMBER = Score 10-14 from 4 criteria below Total score of 13.
Distance: bus stop / rail station		G = Within 600m (4) 520m ACF from the centre of the site to the nearest bus stop - Winfold Road (9 service).)

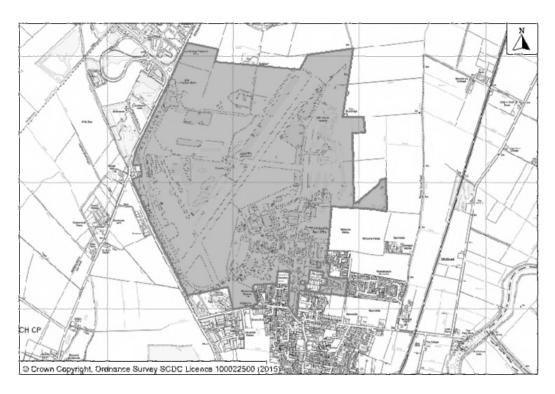
Frequency of		R = Hourly service (2)
Public Transport		9 service - hourly service
		Potential for improvement associated with development.
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		9 service - 35 minutes to Ely (Waterbeach, Winfold Road to Ely, Market Street).
		9 service - 31 minutes to Cambridge
		(Waterbeach, Winfold Road to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		9.22km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	1,636m ACF from centre of the site to
	station?	Waterbeach Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC231 (MOD only	<i>(</i>)

Consultation Reference numbers: 3 (I&O1 2012)

Site name/address: Land north of Waterbeach (MOD only)

Map:



Site description: A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features.

This option considers the MOD site only.

The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees.

Current use(s): Military Barracks

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

Site size (ha): South Cambridgeshire: 280.2 ha.

Potential residential capacity: 7,600 dwellings (40 dph)

LAND		
PDL	Would	GREEN = Entirely on PDL
- 	development make	2.1.2.1. 2.1.1.1.5.1, 5.1.1.5.2
	use of previously	25% to 74% Previously Developed Land
	developed	(PDL). Military barracks and airfield.
	land?	(1 DL). Williary barracks and aimeid.
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
Land	to the loss of the	allect grade 1 and 2 land.
	best and most	Airfield is unclassified.
		Airileid is unclassified.
	versatile agricultural land?	Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.
Minerals	Will it avoid the	AMPED - Site or a significant part of it falls
winerais	sterilisation of	AMBER = Site or a significant part of it falls within an allocated or safeguarded area,
		·
	economic mineral	development would have minor negative
	reserves?	impacts
		Cita falla within a decignated area in the
		Site falls within a designated area in the
		Minerals and Waste LDF, development
		would have minor negative impacts on
DOLLLITION		identified Minerals Reserves.
	Mandal Han	ANADED Advance import
Air Quality		AMBER = Adverse impact
		Development sould impost on air suality.
	of air quality?	
		·
		air quality. More information is required for
		this location, particularly details for air
		quality assessment and a low emission
		strategy.
		Bus priority measures, Park & Ride, cycling
		and pedestrian improvements, and
		highways improvements on the A10
		corridor, planned to secure wider benefits
		would also be required to serve this site.
		They would have a major beneficial effect
		on the reduction of greenhouse gas
		emissions, and local air quality.
	1 0 20 20 2	GREEN = >1,000m of an AQMA, M11, or
AQMA	Is the site within or	ONLEW - / 1,000m of all Agivia, IVI 1, 0
POLLUTION Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	this location, particularly details for air quality assessment and a low emission strategy. Bus priority measures, Park & Ride, cyclin and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.

	the M11 or the	
	A14?	
Pollution	Are there potential Odour, light noise and vibration	GREEN = No adverse effects or capable of full mitigation
	problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact.
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, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater.
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	Bus priority measures, Park & Ride, cycling

	geodiversity? (Including International and locally designated sites)		and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
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?	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, with minor negative impacts incapable of mitigation). The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the

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

			impacts on Green Belt.	
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 Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site (in East Cambridgeshire) and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments . Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A	
			busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.	
CLIMATE CHAI	NGE			
Renewables	Will it support the use of renewable energy resources?		DARK GREEN = Development would create significant additional opportunities for renewable energy. Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.	
Flood Risk	Is site within at flood risk?		GREEN = Flood Zone 1 / low risk Great majority of 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.	

		Development would delive a destination
		Development would deliver significant new
Diatance	How for is the	public open space. GREEN = <1km
Distance:	How far is the	GREEN = <1KM
Outdoor Sport	nearest outdoor	A service diamental and service
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
0 0	teenagers?	AMPER
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies and Travellers and	
	Travelling Showpeople?	
Distance:	How far is the site	G = <400m
Distance. District or	from the nearest	0 - \$400III
Local Centre	District or Local	Assumed network of town and local centres
Local Certife	centre?	on site.
	Contro :	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Assumed provision on site
	service?	·
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant
	and leisure (shops,	benefit. Proposal to include new secondary
	post offices, pubs	and primary schools, a large medical
	etc?)	centre, retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Navida ad a samurio Ser Judha a 1 - 0
		New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
Integration	How well would the	places of faith
Integration with Existing	development on	GREEN = Good scope for integration with existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communica	with existing	Create a new community.
L	I MILLI EVISILIÀ	

	communities?	
ECONOMY	1	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	DARK GREEN = Development would significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary schools.
Distance: Primary School Distance: Secondary School	How far is the nearest primary school? How far is the nearest secondary school?	G = <400m Assumed provision on site. G = Within 1km (or site large enough to provide new)

		Assumed provision on 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.
		TSCSC envisages cycling improvements alongside public transport improvements. Assumed provision of cycling improvements along with a segregated busway to Cambridge would form part of mitigation package.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
		TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	GREEN = Score 15-19 from 4 criteria below Total score of 18. UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station		GG = Within 400m (6) New settlement would require new bus stops which would mostly fall within 800m of the site. Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision) (Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)). UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.
Frequency of Public Transport		G = 20 minute frequency (4) Potential to deliver a High Quality Public

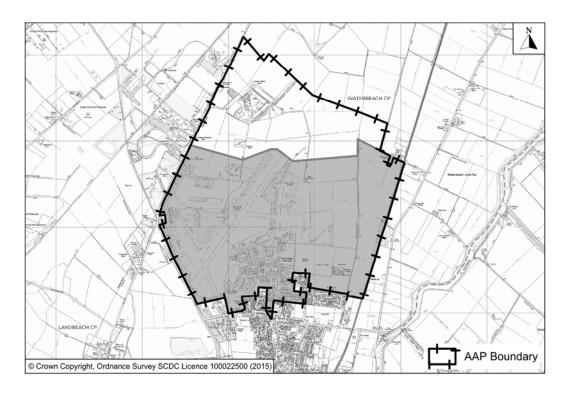
	,	
		Transport corridor linking the new town to
		Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		(Currently 9 service - hourly service)
Public		G = 21 to 30 minutes (4)
transport		, ,
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
		segregated bus links were introduced.
		Currently 9 service - 28 minutes to Ely
		(Landbeach, Research Park Entrance to
		Ely, Market Street).
		9 service - 27 minutes to Cambridge
		(Landbeach, Research Park Entrance to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		Gran to rotati (1)
Centre		9.68km ACF from the centre of the site to
Contro		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	K = 2000iii
Station	proposed train	Less incentive to deliver new station given
Otation	station?	relationship of this site with railway line.
Access	Will it provide safe	RED = Insufficient capacity/ access.
7100033	access to the	Negative effects incapable of appropriate
	highway network,	mitigation.
	where there is	magadon.
	available capacity?	Insufficient capacity on existing roads. The
	available capacity:	extent of necessary mitigation
		measures relating to highway capacity and
		access arrangements will need to be
		determined through transport modelling and
		a detailed transport assessment. They could
		include dualling of the A10 between
		Waterbeach and the A14 and
		upgrading of the A10 and A14 junction.
		Development proposals of this scale will
		need to be backed by a Transport
		Assessment and supporting Travel Plans.
		Any Transport Assessment will need to be
		based on analysis undertaken using the
		Cambridge Sub-Region Model. Detailed
		mitigation measures and the
		identification of appropriate financial
		contributions and obligations under Section
		106 will be identified based on the appraisal
		of the Transport Assessment for
		each site.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities

safer for pu	blic	
transport, w	alking	Would potentially result in significant
transport, w	9	Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science Park. Potential requirement to enhance Park and Ride site on A10 at Milton to
		provide greater capacity. Opportunity to
		strengthen bus services on corridor
		between Waterbeach and Cambridge by a rapid service alongside the A10.
		Tapiu service alongside the ATU.

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC 231a			
Consultation Reference numbers:2&3 (I&O 2012)			

Site name/address: New Town north of Waterbeach

Мар:



Site description:

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

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

Current use(s): Military Barracks / Agriculture

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

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

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

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

	1000 to 510 A OB A A	A44
	near to an AQMA, the M11 or the	A14
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
- Olidion	Odour, light noise	full mitigation
	and vibration	Tall Miligation
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some potential for traffic noise from
	receptor or	A10 and railway, but should be possible to
	generator?	mitigate. Small part of the site is within a
		WWTW safeguarding Area of the
		Cambridgeshire & Peterborough Minerals
		and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing
		development that would be occupied by
		people because of the impact on amenity
		caused by offensive odours from the site.
		Where new development is proposed it
		must be accompanied by an odour
		assessment report. Development could
		expose residents to offensive odours with
		significant negative impacts incapable of adequate mitigation. Developers propose to
		move the WWTW off site which would
		mitigate this impact.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development
		Potential for minor benefits through
		remediation of minor contamination, the site
		has a number of potential sources of
		contamination- previous military land, areas
		of filled ground, a sewerage works and also
		adjacent to railway line and landfill.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality of the water	Dovolopment uplikely to affect water quality
	environment?	Development unlikely to affect water quality. Assumptions for a neutral impact are that
	OHVIIOHIIOHE:	appropriate standards and pollution control
		measures will achieved through the
		development process and will mitigate any
		impact on groundwater.
BIODIVERSITY		
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to, or local area will be developed as
	and protect sites designated for	greenspace. No or negligible impacts
	nature	Bus priority measures, Park & Ride, cycling
	conservation	and pedestrian improvements, and
	interest, and	highways improvements on the A10
1	geodiversity?	corridor, planned to secure wider benefits

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

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

		corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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 Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
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 with potential for negative impacts capable of appropriate mitigation Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site, and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Impacts on Denny Abbey can be mitigated through setting back the built form away from Denny Abbey, significant landscaping and boundary treatments, and controls over building heights. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.

CLIMATE CHAI	NGE	
Renewables	Will it support the	DARK GREEN = Development would create
T CONTO TO CONTO	use of renewable	significant additional opportunities for
	energy resources?	renewable energy.
	chargy recourses.	Tonowable onergy.
		Development would create major additional
		opportunities for renewable energy based
		upon potential for combined heat and
		power.
Flood Risk	Is site within at	GREEN = Flood Zone 1 / low risk
1 lood Hiok	flood risk?	OKEEN = 1 lood Zollo 17 low lick
	nood nom	Great majority of site within Flood Zone 1
		and no drainage issues that cannot be
		Appropriately addressed.
HUMAN HEALT	H AND WELL BEING	, , , , , , , , , , , , , , , , , , , ,
Open Space	Will it increase the	DARK GREEN = Development would create
1 1	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
		Development would deliver significant new
		public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
_	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople? How far is the site	G = <400m
Distance: District or	from the nearest	G = <400III
Local Centre	District or Local	Assumed network of town and local centres
Local Octilio	centre?	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	K = 2000III
Jenue	defined Cambridge	
	City Centre?	
	Only Control	
Distance: GP	How far is the	G = <400m
Service	nearest health	
3555	centre or GP	Assumed provision on site.
	service?	
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	

	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
i aciiiles		
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community / village hall or
		improved existing facility is proposed of
		significant benefit (and is viable and
		sustainable). Submission states that a
		number of community centres will be
		provided to include halls, libraries and
		places of faith
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities		
Communities	the site integrate	create a new community.
	with existing	
FOONOMY	communities?	
ECONOMY	Danis V address	AMPED Maturithia and discount to the 400/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation in	Multiple Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
9	shopping	vitality and viability of existing centres
	hierarchy,	Trianty and trabinty or oxioting control
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	•	proposals will only be of a suitable scale to
	town, district and	' '
	local centres?	serve needs of new residents and will not
		impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
		Development would include employment
		opportunities. Also adjoins the Cambridge
		Research Park site.
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
L		

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

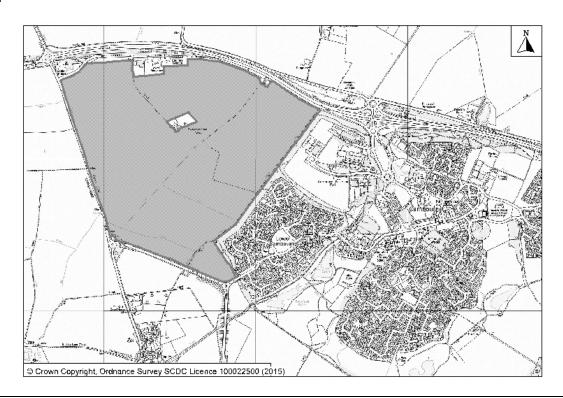
	Lande Barton and	notice the decided and the Distance because the
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
D: .	four criteria below.	00 1451: 400 (0)
Distance: bus		GG = Within 400m (6)
stop / rail		
station		Potential for Waterbeach Barracks to north
		Cambridge Busway to serve the site,
		providing access to residents of a new town.
		New public transport routes through the
		town to provide accessible services.
		(scoring revised for consistency with other
		major sites with new public transport provision)
		provision)
		(Currently 1,087m ACF from the centre of
		the site to the nearest bus stop - Research
		Park Entrance (9 service)).
		Tark Entrance (5 Service)).
		UPDATE: Score changed from Amber =
		Within 800m to GG = Within 400m.
Frequency of		G = 20 minute frequency (4)
Public		
Transport		Potential to deliver a High Quality Public
•		Transport corridor linking the new town to
		Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		(Currently 9 service - hourly service)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
		segregated bus links were introduced.
		Currently 9 service - 28 minutes to Ely
		(Landbeach, Research Park Entrance to
		Ely, Market Street).
		Lly, Warker Ollocty.
		9 service - 27 minutes to Cambridge
		(Landbeach, Research Park Entrance to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		, ,
Centre		9.68km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	New train station to relocate existing
	station?	Waterbeach station proposed on the Ely to
		Cambridge railway line to serve village and
		the new town.
Access	Will it provide safe	AMBER = Insufficient capacity / access.

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

Site Information		
Development Sequence	Rural Centre	
Site reference number(s): SC239		
Consultation Reference numbers: 17 (I&O 2012)		

Site name/address: Land west of Lower Cambourne

Мар:



Site description: The site lies to the west of Lower Cambourne and the Cambourne Business Park and adjoins the A1198 to the west and south, with open countryside beyond. The site adjoins the A428, two existing dwellings, a small-scale employment site, and a former restaurant site to the north, with open countryside beyond.

The site consists of a large area of open countryside surrounding Swansley Wood Farm, which is now a small-scale employment site. Hedges and ditches provide boundaries to the individual fields within the site. The western boundary includes sections of mature woodland that screen the site from the A1198. A belt of trees runs along the western section of the northern boundary that screens the site from the A428 and additional trees have been planted further along the northern boundary as part of the A428 improvements. These will provide some screening of the site in the future once the trees have matured.

Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured.

Current use(s): The majority of the site is currently in agricultural use as arable land.

Proposed use(s): Linked fourth village extension to the west of Cambourne for 2,250 dwellings planned around the new secondary school being promoted by Cambridgeshire County Council, with employment, local centre, health and community uses, and public open space.

Site size (ha): South Cambridgeshire: 150.88 ha.

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

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 150 ha).
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation.
Contamination	Is there possible contamination on	GREEN = Site not within or adjacent to an area with a history of contamination

	the site?	
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation
	environment?	Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY	,	,
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some
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)?	of the adverse effects. GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
TPO	Are there trees on site or immediately 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 = Development could deliver significant new green infrastructure Development would create minor opportunities for new Green Infrastructure.

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

		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
OTOOTI DOIL	the development of	impact on Green Belt purposes
	this site have on	impact on Green beit purposes
	Green Belt	Rue priority magazines and avaling and
		Bus priority measures and cycling and
	purposes?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
1.01.16.90	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	15 Ho Impact to the Setting
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutra
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	Bus priority measures and cycling and
	monuments)?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction
		the A428/A1303 and the M11 may affect the
		American Cemetery, a registered park and
		garden. If works were able to be carried ou
		on line or an alternative alignment this mig
0		alleviate the adverse effects.
CLIMATE CHA		AMPED OG L.
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
		Development could create minor additiona
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided diloito
	space?	Development would create opportunities for
	space:	new public open space.
	1	new public open space.

	1	Longery 4
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	On site provision assumed
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	·
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	0 = \100m
Local Centre	District or Local	Assume provision of new local centre on
Loodi Contro	centre?	site.
	Certife:	Site.
		1 150m from the centre of Combourne
		1,450m from the centre of Cambourne
		(Broad Street), surrounded by a range of
Dietaras City	Have for in the site	services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	Assumed served by Existing Cambourne
	service?	surgery
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of benefit.
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community facilities or improved
		existing facility is proposed of minor benefit
		(and is viable and sustainable).
Integration	How well would the	GREEN = Good scope for integration with
		existing communities / of sufficient scale to
Integration with Existing		
with Existing	development on	
_	development on the site integrate	 create a new community.
with Existing	development on the site integrate with existing	
with Existing	development on the site integrate	

Depuis (ctica	Doop it poldings	AMPED Not within an adjacent to the 100/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
	local certifes:	existing Cambourne centre.
Employment	How far is the	GREEN = <1km or allocation is for or
Employment -		
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	5 11 20/2
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
		land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
		network.
		There is no spare mains water capacity
		within the distribution zone.
		System reinforcement of the gas network is
		likely to be necessary to accommodate the
		development of this site.
		action of the offer
		Significant infrastructure upgrades to the
		sewerage network will be required to
		accommodate this proposal.
		accommodate the proposal

	T	
		UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
. ,	capacity?	School capacity not sufficient, but significant
		issues can be adequately addressed.
		' '
		After allowing for surplus school places,
		development of this site would be likely to
		require an increase in primary and
		secondary school planned admission
		numbers, which may require an expansion
		of existing schools and/or the provision of
		new schools.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide now,
Coriooi	3011001:	Site surrounds Cambourne Village College
		site
TRANSPORT		Oito
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Cycle Houles	routes are	7 INDER = Modium quality on road pain.
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
	the old.	alongside public transport improvements.
		The City Deal A428 public transport corridor
		scheme includes potential cycle
		improvements as part of the scheme
		(currently the subject of consultation),
		varying form off-road route options to more
		limited improvements such as cycle use of
		bus lanes. The City Deal programme
		includes the provision of a high quality cycle
		and pedestrian link between Cambourne
		and Cambridge, irrespective of whether this
		is provided through the A428 public
		transport scheme. Scored as amber, but
		potential for higher scores subject to the
		·
HODT	Is there High	outcome of the City Deal scheme.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	TOOOC materia to complete of allegat 45
		TSCSC refers to services of at least 15
		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	T
Score (SCDC)	been developed to	Total score 13.
	consider access to	LIBBATE O
	and quality of	UPDATE: Score updated from 13 to 16 to

	T	
	public transport, and cycling. Scores determined by the four criteria below.	reflect revised score for Distance: bus stop / rail station.
Distance: bus		GG = Within 400m (6)
stop / rail station		UPDATE: Change from Amber to Dark Green, consistent with other major sites. Development of this scale would require new dedicated bus routes through the site.
		(currently 880m to nearest bus stop from centre of site)
Frequency of		G = 20 minute frequency (4)
Public Transport		Citi 4 service - 20 minute service.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).
Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		35 minutes from bus stop to the centre of Cambridge (Lower Cambourne, Woodfield Lane to Cambridge, Emmanuel Street).
		Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study could reduce journey time to below 30min, but it depends on the option selected.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		11.23km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market. R = >800m
Railway Station	from an existing or proposed train station?	,
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	Minor negative effects incapable of mitigation. Access constraints - the Highways Authority would not permit any accesses onto the A428 or Caxton Gibbet roundabout, and the roundabout to the south of the site on the A1198 would need to be modified. The promoter has indicated that vehicular access to the site would be from the A1198 and from Sheepfold Lane.

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

	extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages
--	--

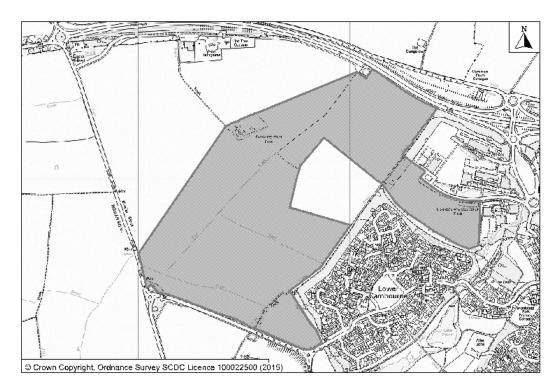
Site Information	
Development Sequence	Rural Centre
City reference reverse (a) CC220e (revised beyonders) (includes next of 220 and 202)	

Site reference number(s): SC239a (revised boundary) (includes parts of 239 and 303)

Consultation Reference numbers: 17 (I&O 2012) (part) and H1 (I&O2 2013)

Site name/address: Land west of Lower Cambourne including land at the Cambourne Business Park.

Map:



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

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

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

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

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

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

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

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 77 ha). Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	air quality. GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site	AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring

	is developed, as a receptor or generator (including compatibility with neighbouring uses)?	uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY	<u> </u>	Custamasio Bramago Cystomo (Cubo).
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)	GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
TPO	Are there trees on site or immediately	GREEN = Site does not contain or adjoin any protected trees

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

	and scale of	neutral impact include that appropriate
	development?	design and mitigation measures would be
	development:	achieved through the development process.
		achieved through the development process.
		Bus priority measures and cycling and
		pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
0 5 "		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on Green Belt	Pue priority magazines and avaling and
	purposes?	Bus priority measures and cycling and pedestrian improvements between
	purposes:	Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	such buildings, sites or features, and there is no impact to the setting
	features or areas of historical,	is no impact to the setting
	features or areas of historical, archaeological, or	is no impact to the setting Neutral impact (existing features retained,
	features or areas of historical, archaeological, or cultural interest	is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible).
	features or areas of historical, archaeological, or cultural interest (including	is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further
	features or areas of historical, archaeological, or cultural interest (including conservation	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
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed	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
	features or areas of historical, archaeological, or cultural interest (including conservation	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
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings,	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
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and	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. Bus priority measures and cycling and pedestrian improvements between
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled	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. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and
CLIMATE CHA	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might
CLIMATE CHA Renewables	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.

	1	LB 1 4 11 4 1 189 1
		Development could create minor additional
Floral Dials	l:((fl	opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	carrier so appropriately addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
opon opon	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for
		new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	On aita nyayiaian aassaa
	for children and	On site provision assumed
Cypoy	teenagers? Will it provide for	AMBER = No Impact
Gypsy & Traveller	the	ANIBER = NO IIIIpaci
Travellel	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	1,450m from the centre of Cambourne
	centre?	(Broad Street), surrounded by a range of
		services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	N = 2000III
30.1.00	centre or GP	Assumed served by Existing Cambourne
	service?	surgery
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of benefit.
	health, education	
	and leisure (shops,	
	post offices, pubs	
0.0000000000000000000000000000000000000	etc?)	CDEEN Davidage and consulting the 14
Community Facilities	Will it encourage and enable	GREEN = Development would not lead to the loss of any community facilities or
ı acılılı c s	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Possible
	30	

		New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable).
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
FOONOMY	communities?	
ECONOMY	Daga it address	ANADED Net within an adiacout to the 400/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	
	Kings Hedges? Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Onopping	shopping	vitality and viability of existing centres
	hierarchy,	Thanky and viability of existing control
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
		existing Cambourne centre.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
•	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
		land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	_
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
		network.
		There is no spare mains water consoit:
		There is no spare mains water capacity within the distribution zone.
		within the distribution Zone.

		System reinforcement of the gas network is likely to be necessary to accommodate the development of this site. Significant infrastructure upgrades to the sewerage network will be required to accommodate this proposal. UPDATE: Site is to be served by Papworth
Education	Is there sufficient	STW rather than Uttons Drove. AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.
		Potential for Cambourne VC to be expanded to accommodate the additional demand arising from a development of this scale.
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assumed provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Site surrounds Cambourne Village College site
TRANSPORT	1	
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to	TSCSC identifies an aim to create high
	the site?	quality pedestrian and cycling facilities
		alongside public transport improvements. The City Deal A428 public transport corridor
		scheme includes potential cycle
		improvements as part of the scheme
		(currently the subject of consultation),
		varying form off-road route options to more limited improvements such as cycle use of
		bus lanes. The City Deal programme
		includes the provision of a high quality cycle
		and pedestrian link between Cambourne
		and Cambridge, irrespective of whether this
		is provided through the A428 public transport scheme. Scored as amber, but
		potential for higher scores subject to the
		outcome of the City Deal scheme.
HQPT	Is there High	AMBER = service meets requirements of high quality public transport in most but not
	Quality Public Transport (at edge	all instances
	of site)?	5
		TSCSC refers to services of at least 15

		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	CREEK Goord to 10 Hom Formand bolow
Score (SCDC)	been developed to	Total score of 16.
000.0 (0020)	consider access to	10.00.000.000.000
	and quality of	UPDATE: Score changed from 13 to 16 to
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		
station		UPDATE: Change from amber to dark
		green, consistent with other major sites.
		Development of this scale would require
		new dedicated bus routes through the site.
Frequency of Public		G = 20 minute frequency (4)
Transport		Citi 4 service - 20 minute service.
тапорот		A 15 minute frequency or better (this is
		identified in the TSCSC related to the A428
		corridor and sites in the submitted Local
		Plan).
Public		A = 31 to 40 minutes (3)
transport		, ,
journey time to		37 minutes from bus stop to the centre of
City Centre		Cambridge (Lower Cambourne, Woodfield
		Lane to Cambridge, Emmanuel Street).
		Potential Journey time improvements
		identified by the A428 Cambourne to
		Cambridge Corridor Study could reduce
		journey time to below 30min, but it depends
		on the option selected.
Distance for		A = 10km to 15 km (3)
cycling to City		AA OOLaa AOE faana dha aantaa af dha a'ta ta
Centre		11.32km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market. R = >800m
Railway	from an existing or	N = 2000III
Station	proposed train	
Clation	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	3
	available capacity?	Minor negative effects incapable of
		mitigation. Access constraints - the
		Highways Authority would not permit any
		accesses onto the A428 or Caxton Gibbet
		roundabout, and the roundabout to the
		south of the site on the A1198 would need
		to be modified. The promoter has indicated

		that vehicular access to the site would be from the A1198 and from Sheepfold Lane. Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section. UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site
		and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Read corridors
Non-Car	Will it make the	Madingley Road corridors. AMBER = No impacts
Facilities	transport network	, = 110 impaoto
	safer for public transport, walking or cycling facilities?	The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities. UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures

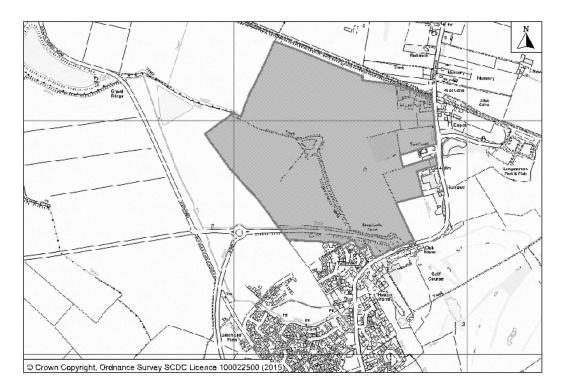
	include: an outer Park and Ride site, extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages
--	--

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC 242	

Consultation Reference numbers: 1 (I&O 20112)

Site name/address: Land north west of B1050, Station Road, Longstanton (Northstowe Reserve)

Map:



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

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

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

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

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

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	This large site includes a small established business and yard to the north.

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

		dependent on location of site entrance.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
Contamilation	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	tile site:	proposed development (potential to achieve
		' '
		benefits subject to appropriate mitigation)
		A small part of the site is in commercial /
		industrial use and it is adjacent to the
		Guided Busway (old railway line) and may
		have contaminated land. Site contains an
		area of filled land. Potential for minor
		benefits through remediation of minor
		contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY		Cuciamianic Bramage Cyclemic (Cuce).
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts.
	conservation	
	interest, and	No impact on protected sites and species
	geodiversity?	(or impacts could be mitigated). Adjacent to
	(Including	a County Wildlife Site alongside the
	International and	Cambridgeshire Guided Busway. Greatest
	locally designated	impact likely to result from human
	sites)	disturbance of currently inaccessible
	sites)	•
		farmland habitats. Badgers within Fish Ponds Wood may be an issue.
Biodiversity	Would	AMBER = Development would have a
DIOGIVEISITY		
	development reduce habitat	negative impact on existing features or
		network links but capable of appropriate
	fragmentation,	mitigation
	enhance	Assumed the state of the state
	native species, and	Assumptions for a neutral impact are that
	help deliver habitat	existing features that warrant retention can
	restoration (helping	be retained or appropriate mitigation will be
	to achieve	achieved through the development process.
	Biodiversity Action	
	Plan targets, and	
	maintain	
	connectivity	
	between green	
	infrastructure)?	
TPO	Are there trees on	GREEN = Site does not contain or adjoin
	site or immediately	any protected trees

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

			development and the village, and a soft, integrated edge treatment. Structural landscape will also be required within the development with some views to existing horizons and landscape features retained.
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		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.
	scheduled monuments)?		
CLIMATE CHAI	NGE		
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply Development would create minor additional opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. A small part of the site to the west is within Flood Zones 2 and 3a but the Northstowe Development Framework Document (DFD) that has recently been submitted identifies this land as open space.
HUMAN HEALT	TH AND WELL BEING	;	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development.
Distance: Outdoor Sport	How far is the nearest outdoor		GREEN = <1km

Facilities	sports facilities?	1.1km ACF from centre of the site to
1 domines	Sports facilities:	Longstanton Recreation Ground, closer to
		planned Northstowe sports hub.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Play space would be required onsite as part
	teenagers?	of the wider Northstowe Reserve
		development.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	·
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Majority of site would be within 800m of any
	<u> </u>	new local centre developed as part of site.
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
D: 1 OD	City Centre?	D 000
Distance: GP	How far is the	R =>800m
Service	nearest health	1 100m ACE from control of cita to
	centre or GP	1,422m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
Kov Local	Mill it improve	Northstowe in the Longer term. AMBER = No impact on facilities (or
Key Local Facilities	Will it improve quality and range	satisfactory mitigation proposed).
i aciiilies	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	proposes a mixed use development of 900
	and leisure (shops,	dwellings with employment, retail,
	post offices, pubs	community uses, commercial uses and
	etc?)	public open space.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		proposes a mixed use development of 900
		dwellings with employment, retail,
		community uses, commercial uses and
		public open space.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	John Marines:	<u> </u>
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use Northstowe now town includes significant
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	employment development. G = No loss of employment land / allocation is for employment development Development would support minor additional employment opportunities.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. Significant reinforcement and new network is required for electricity provision. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas will require a Pressure Reduction Station to be built to allow a local low

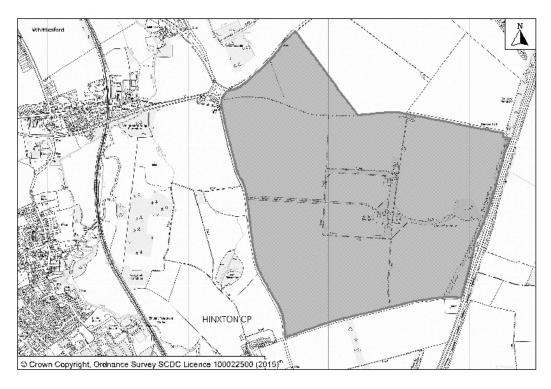
	1	
		pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and mitigation.
Education Capacity	Is there sufficient education capacity?	GREEN= Non-residential development / surplus school places
	сараону:	As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. As the reserve land would be one of the last phases of Northstowe to be developed the capacity of these schools, and their ability to extend would need to be assessed nearer to the time. As the DFD is considering this site the location of schools, and their site size will be taken into account.
Distance:	How far is the	A = 400 - 800m
Primary School	nearest primary school?	1,122m ACF from centre of site to Hatton Park School, Longstanton, but closer to a planned Northstowe primary school.
Distance:	How far is the	A = 1- 3km
Secondary School	nearest secondary school?	3.3km ACF from centre of site to Swavesey Village College, but significantly closer to
TRANSPORT		planned Northstowe Secondary school.
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
Cycle Roules	routes are accessible near to the site?	below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
		Guided busway meets most aspects of HQPT definition, but hourly service in evenings.
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to	Total score of 14.
	and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: Score changed from 15 to 14 to correct total score.
Distance: bus	iodi ontona bolow.	A = Within 800m (3)
Piotarioc. Dus	1	/\ - \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\

	T	1
stop / rail station		708m ACF from the centre of the site to the
Station		nearest bus stop (Citi 5 - Longstanton).
		883m ACF from the centre of the site to the
		nearest guided busway stop (Longstanton).
Frequency of		G = 20 minute frequency (4)
Public		
Transport		C 24 to 20 minutes (4)
Public transport		G = 21 to 30 minutes (4)
journey time to		Citi 5 - 33 Minutes to Cambridge; 50
City Centre		Minutes to St. Ives.
		Guided Busway - 23 Minutes to Cambridge; 10 Minutes to St. Ives.
Distance for		A = 10 km to 15 km (3)
cycling to City Centre		8.59km ACF from the centre of the site to
Centre		St. Ives Market.
		St. 1705 Markot.
		10.90km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train	11,041m ACF from centre of the site to
Clation	station?	Waterbeach Station.
Access	Will it provide safe	RED = Insufficient capacity/ access.
	access to the	Negative effects incapable of appropriate
	highway network,	mitigation.
	where there is available capacity?	Insufficient capacity or access constraints
	available capacity:	that cannot be adequately mitigated. Site
		will be heavily reliant on the A14 for
		strategic access. It is difficult to see more
		than a small proportion of the sites in this
	I	area being deliverable prior to major
1		improvements to the A14, and even this
		improvements to the A14, and even this could require substantial mitigation
		improvements to the A14, and even this
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant issues capable of being addressed. This
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe
		improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and
Non-Car	Will it make the	improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.
Non-Car Facilities	Will it make the transport network safer for public	improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site. UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and

transport, walking or cycling facilities?	Would result in significant improvement to public transport, walking or cycling facilities. The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage
	more sustainable transport links both on and off site. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC 248		
Consultation Reference numbers: N/A		
Site name/address: Hanley Grange, east of A1301 and west of A11		

Мар:



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

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

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

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

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

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

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

	developed land?	Grange in the centre of this very large site, is previously developed land.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?	RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 264 ha.)
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION	•	<u>'</u>
Air Quality	Would the development of the sites result in an adverse	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts
	impact/worsening of air quality?	Development could impact on air quality, with minor negative impacts incapable of mitigation - the proposal is of a significant size and close to busy road infrastructures. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality. Air quality would not give reason for objection although extensive and detailed air quality assessments will be required to assess the impact of such a development at preapplication stage.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	RED = Significant adverse impacts incapable of appropriate mitigation Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. Development should be compatible with neighbouring uses - the west of the site is bounded by and runs parallel to the A1301 and a mainline railway to east. However residential use is likely to be acceptable with careful noise mitigation SCDC has had pre-application discussions with the Genome Campus regarding proposals for 2 medium to large wind turbines on land immediately to the south. These uses may be incompatible and in conflict and it is uncertain whether mitigation

	T	and a superior (the manner of development)
		measures on the proposed development site alone can provide an acceptable ambient noise environment.
Contamination	Is there possible contamination on	GREEN = Site not within or adjacent to an area with a history of contamination
Water	the site? Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Development has the potential to affect water quality as the site is within Groundwater Source Protection Zones 1, 2 and 3. In the absence of detailed information, the assumptions for a minor negative / neutral impact are that the site is large enough to avoid incompatible development in Zone 1 and/or appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY		Brainago Oyotomo (Gaao).
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 Minor negative impact on protected sites and species incapable of mitigation. Bush Park, River Cam and Shelford-Haverhill Disused Railway – Pampisford / Great Abington County Wildlife Sites lie approximately 750m to 2km from the site. Groundwater and spring flows to nearby wetland SSSI (Sawston Hall Meadows, Dernford Fen, Thriplow Peat Holes, Thriplow Meadows, Fowlmere Watercress Beds). Development will place additional pressure on an overstretched system. Surface run-off and pollution into the River Cam would reduce water quality, and provide pathways for eutrophication of aquatic and riparian habitats as well as SSSI. The river and surrounding land supports a wide range of protected species and it is likely that the standard suite of Cambridgeshire protected species will be present. The chalk substrate in the area is quite a hotspot for scarce arable plants, and a prime location for enhancement to encourage stone curlew back into Cambridgeshire. Several natural environment constraints which would

<u></u>	T				
			require further survey and investigation.		
			However, with an appropriate scale of		
			development and careful design it should be		
D: 11 1/)		possible to mitigate these impacts.		
Biodiversity	Would development		AMBER = Development would have a		
	reduce habitat		negative impact on existing features or		
	fragmentation,		network links but capable of appropriate		
	enhance		mitigation		
	native species, and				
	help deliver habitat		Minor Negative Impact (Existing features		
	restoration (helping		unlikely to be retained in their entirety,		
	to achieve		impacts cannot be fully mitigated) -		
	Biodiversity Action		Development could result in fragmentation		
	Plan targets, and		of a large area of grassland in the centre of		
	maintain connectivity		site but the site is lacking in hedgerows and		
	between green		trees, which are located in one part of the		
	infrastructure)?		site, therefore there is potential for		
			mitigation and habitat enhancement across		
			the whole site.		
TPO	Are there trees on		GREEN = Site does not contain or adjoin		
	site or immediately		any protected trees		
	adjacent protected				
	by a Tree				
	Preservation Order				
	(TPO)?				
Green	Will it improve		AMBER = No significant opportunities or		
Infrastructure	access to wildlife		loss of existing green infrastructure capable		
	and green spaces,		of appropriate mitigation		
	through delivery of				
	and access to green		Development would create minor		
	infrastructure?		opportunities for new Green Infrastructure.		
			However, given the location of the site,		
			constrained by major roads on most sides,		
			and the distance of this site from nearby		
			villages, this may only serve new residents.		
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE					
Landscape	Will it maintain and		RED = Significant negative impact on		
	enhance the		landscape character, no satisfactory		
	diversity and		mitigation measures possible.		
	distinctiveness of				
	landscape		Significant Negative Impact (Development		
	character?		conflicts with landscape character, with		
			significant negative impacts incapable of		
			mitigation) - The form, scale and character		
			of the proposal is likely to be at odds with		
			the local landscape, overwhelming the		
			small-scale river valley landscape. Through		
			careful planning, phasing and design		
			mitigation measures can be incorporated		
			into the site's design to reduce the visual		
			impact of the development. However,		
			mitigation of a large-scale development		
			would be very difficult. The additional		
	i				
			infrastructure required to connect the		

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

Flood Risk	Is site at flood risk?	Development of a new settlement of 5,000 would create major / minor additional opportunities for renewable energy, depending upon viability. GREEN = Flood Zone 1 / low risk
	ELLAND WELL DEING	
	TH AND WELL BEING	ODEEN Assures a selection of the
Open Space	Will it increase the quantity and quality of publically accessible open	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
	space?	Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development.
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km
Facilities	sports facilities?	Assumed provision on site.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space for children and teenagers?	Assumed provision on site.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and Travelling	
	Showpeople?	
Distance:	How far is the site	G = 400m
District or	from the nearest	
Local Centre	District or Local centre?	Centre point of site beyond 1,000m of nearest existing centre.
		Assume new centres developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance: GP	City Centre?	C - 4400m
Service	How far is the nearest health	G = <400m
Service	centre or GP service?	Assume provision on-site
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range of key local	satisfactory mitigation proposed).
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. New
	health, education	settlement comprising 5,000 dwellings,
	and leisure (shops,	employment, retail, community uses,
	post offices, pubs etc?)	commercial uses and public open space. The assumption is that due to the location of
<u> </u>	G(C:)	The assumption is that due to the location of

		the site, it is of limited benefit many existing
		residents in nearby villages.
Community	Will it oncourage	GREEN = Development would not lead to
Facilities	Will it encourage and enable	the loss of any community facilities or
racilities		
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New facilities or improved existing facilities
		are proposed of minor benefit. New
		settlement comprising 5,000 dwellings,
		employment, retail, community uses,
		commercial uses and public open space.
		The assumption is that due to the location of
		the site, it is of limited benefit many existing
		residents in nearby villages.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	The state of the s
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that any retail proposed will
	town, district and	only be of a suitable scale to serve needs of
	local centres?	new residents and will not impact on other
	iooai oeniies!	centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
/ toocssibility	employment	employment or is for another non-residential
	centre?	' '
Employment -	Would	use DARK GREEN= Development would
Land		
Lanu	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	Dovolonment would augnore additional
	or deliver new	Development would support additional
Litilition	employment land?	employment opportunities.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate

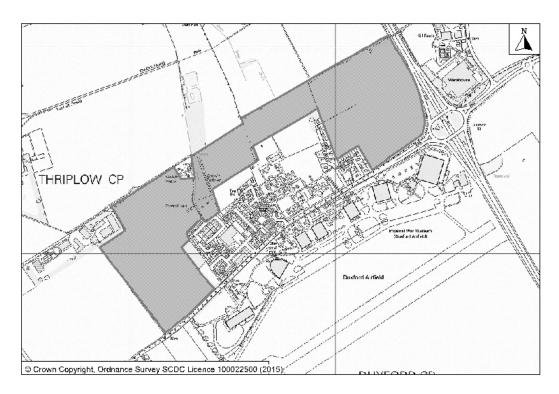
	T	T 10 0
	in key community	mitigation
	services and	Major utilitios Infrastructura improvements
	infrastructure,	Major utilities Infrastructure improvements
	including communications	required, but constraints can be addressed.
	infrastructure and	Electricity is not supportable from existing
	broadband?	network.
	broadbarid:	notwork.
		There is insufficient spare mains water
		capacity within the distribution zone to
		supply the number of proposed properties
		which could arise if all the SHLAA sites
		within the zone were to be developed.
		Gas would require significant Medium
		Pressure reinforcement.
		Significant infractructure ungrades will be
		Significant infrastructure upgrades will be required to the WWTW and sewerage
		network.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
1	capacity?	School capacity not sufficient, but significant
		issues can be adequately addressed
		through on-site provision.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
TRANSPORT	1100	 LAMBER M. II. III. III. III.
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	Existing routes form Granta Park to
	accessible near to the site?	Cambridge.
	ווום פוום:	Would require a significant level of transport
		infrastructure to encourage more
		sustainable transport links. A route for such
		a link is unknown at this stage.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
	<u> </u>	If the improvements below were achieved.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 17
	consider access to	
	and quality of	UPDATE: Score changed from 14 to 17 -
i contract of the contract of	public transport,	revised for consistency with other major

	and ovaling Coors	oitee with new public transport are visited
	and cycling. Scores	sites with new public transport provision)
	determined by the four criteria below.	
Distance: bus	Tour Criteria below.	GG = Within 400m (6)
stop / rail		00 = Within 400m (0)
station		UPDATE: New settlement would require
otation		dedicated public transport provision through
		the site.
		tile cite.
		Currently 1,240m ACF from the centre of
		the site to the nearest bus stop (Citi 7).
Frequency of		G = 20 minute frequency (4)
Public		, ,
Transport		New settlement would have at least a 20
•		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
Public		G = 21 to 30 minutes (4)
transport		
journey time to		29 Minutes from Hinxton Bus stop to
City Centre		Cambridge.
		, and the second
		Promoter indicated potential to extended
		guided bus network, which could reduce
		journey time, but impact unknown.
Distance for		A = 10km to 15 km (3)
cycling to City		
Centre		8.86km ACF from the centre of the site to
		Saffron Walden Market.
		40.001 4.05 (11 11 11 11 11 11 11 11 11 11 11 11 1
		12.98km ACF from the centre of the site to
Distance	Harri famila (baralta	Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	1.006m to Whittle of and Station
Station	proposed train	1,926m to Whittlesford Station.
Λοοοοο	station?	AMPED Insufficient conscitu/coscos
Access	Will it provide safe access to the	AMBER = Insufficient capacity / access. Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	ininganon.
	available capacity?	No capacity constraints identified that
	available dapacity:	cannot be addressed, would result in minor
		improvement in highway capacity or
		improve highway access. The development
		will only be acceptable to the Highways
		Agency if development is as self contained
		as possible to minimise impact on the SRN
		a less sustainable proposal could result in
		substantial impacts on these routes. The
		local highway authority would expect
		provision of at least two accesses, possibly
		three, which should be possible, alongside
		upgrade to the A1301 / A505 roundabout.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	, , , , , , , , , , , , , , , , , , , ,	1 , - , - , - ,

safer for public transport, walking or cycling facilities?	Would result in significant improvement to public transport, walking or cycling facilities. The development will only be acceptable to the Highways Agency if development is as
	will require new development to provide or contribute to the provision of a significant level of new infrastructure to encourage
	more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement
	to public transport, walking or cycling facilities.

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC251			
Consultation Reference numbers: N/A			
Site name/address: Land at Heathfield (north of Duyford Airfield)			

Мар:



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

The site comprises of a number of arable fields.

Current use(s): Agricultural land

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

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

Potential residential capacity: 962 dwellings (40dph)

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

	T	
	to the loss of the best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - Whole site is Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral	GREEN = Site is not within an allocated or safeguarded area.
	reserves?	Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact
POLLUTION		3
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality
AQMA	Is the site within or near to an AQMA, the M11 or the	assessment and a low emission strategy. RED = Within or adjacent to an AQMA, M11 or A14
Pollution	A14? Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	9m ACF from edge of site to M11. RED = Significant adverse impacts incapable of appropriate mitigation Development compatible with some neighbouring uses. Concerns at noise from M11 which forms the eastern boundary of the site and from A505. Residential only acceptable if high level of mitigation. Also odour from sewage treatment works and safeguarding area within Minerals and Waste LDF would impact on what parts of site could be developed. Environmental Health concerned about allocating site - noise and odour constraints must be further investigated. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.
Contamination	Is there possible contamination on the site?	AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation)
		 · · · · · · · · · · · · · · · · · · ·

	T	 [, _ , _ , _ , _ , _ , _ , _ , _ ,
		Site is adjacent to military land and also sewage works. Would need investigation. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
DIODIVEDOITY	of the water environment?	Development unlikely to affect water quality. The site is partly within Groundwater Source Protection Zone 1 but majority in Zone 2 which does not rule out development but may influence land use or require pollution control measures. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater,
BIODIVERSITY		LODEEN D
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	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. Greatest impact likely to result through indirect actions such as human disturbance of woodland and loss of feeding areas for bats through habitat change as grassland is lost or light pollution affects previously dark areas.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces,	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation

	through delivery of		Neutral impact (existing features retained,
	and access to		or appropriate mitigation possible).
			or appropriate mitigation possible).
	green		Assumed the form of a standard to a set to alcoholic
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Neutral impact (generally compatible, or
	Character:		capable of being made compatible with local
			landscape character). Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be
-	100 100 100 100 100 100 100 100 100 100		achieved through the development process.
Townscape	Will it maintain and		RED = Significant negative impact on
	enhance the		townscape character, incapable of
	diversity and		mitigation.
	distinctiveness of		
	townscape		The scale of the development would greatly
	character, including		impact on small village of Heathfield, and
	through		the townscape of Duxford airfield (from
	appropriate design		SHLAA).
	and scale of		
	development?		
Green Belt	What effect would		AMBER = negative impact on Green Belt
	the development of		purposes
	this site have on		
	Green Belt		
	purposes?		
Heritage	Will it protect or		RED = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for significant
	historical,		negative impacts incapable of appropriate
	archaeological, or		mitigation
	cultural interest		940
	(including		Significant Negative Impact on historic
	conservation		Assets (incapable of satisfactory mitigation)
			- Development of the site would significantly
	areas, listed		,
	buildings,		impact on the setting of Duxford Airfield
	registered parks		Conservation Area with its collection of
	and gardens and		listed buildings. Archaeological potential will
	scheduled		require further information but it is likely
	monuments)?		appropriate mitigation can be achieved
01 1874 == 0.775			through the development process.
CLIMATE CHA	1		ODEEN D
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
1	Longray recourees		energy.
	energy resources?		chergy.

Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many additional renewable energy options GREEN = Flood Zone 1 / low risk				
Flood Risk Is site at flood risk? Flood Zone 1 and no drainage issues that cannot be appropriately addressed. HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities Distance: Play Facilities Gypsy & Traveller Traveller Distance: How far is the nearest play space for children and teenagers? Gypsy & Traveller Distance: How far is the nearest play space for children and teenagers? Distance: District or Local Centre District or Local Centre Distance: City Centre Distance: City Centre? Distance: GP Service Power of the same standards is provided onsite A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m				Development would create minor additional
Flood Risk Is site at flood risk? Flood Zone 1 and no drainage issues that cannot be appropriately addressed. HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor sport Facilities Distance: Play How far is the nearest play space for children and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Traveller and Travellers Distance: District or Local centre? Distance: Other is the nearest District or Local Centre of Pservice? Distance: City Centre? Distance: City Centre? Distance: GP Service and Facilities of Key Local services and facilities (shops, post offices, puts source) and facilities of Key Local and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and reproved in the provision and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				opportunities for renewable energy. A new
Flood Risk Is site at flood risk? Flood Zone 1 and no drainage issues that cannot be appropriately addressed. HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? How far is the nearest outdoor sport Facilities Distance: Play How far is the nearest play space for children and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Traveller and Travellers Distance: District or Local centre? Distance: Other is the nearest District or Local Centre of Pservice? Distance: City Centre? Distance: City Centre? Distance: GP Service and Facilities of Key Local services and facilities (shops, post offices, puts source) and facilities of Key Local and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and reproved in the provision and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproved in many and leisure (shops, post offices, puts source) and reproved existing facilities and reproposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				settlement of this scale would be expected
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? Distance: Outdoor Sport Facilities Distance: Play Facilities Distance: Play Facilities Parallities On site provision assumed GREEN = Ambient provision to adopted plan standards is provided onsite				· ·
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? Distance: How far is the nearest outdoor sports facilities? Distance: Play Facilities Distance: Play Facilities Green = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space GREEN = <1km On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m On site provision assumed AMBER = No Impact How far is the site from the nearest District or Local centre? Distance: District or Local centre? Distance: City Centre Againty of site would be within 800m of any new local centre developed as part of site. R = >800m R = >				
HUMAN HEALTH AND WELL BEING Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities? Distance: Play Facilities Pacilities Open Space Will it provided onsite GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space GREEN = <1km On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m On site provision assumed AMBER = No Impact AMBER = No Impact AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of needs of Gypsies and Travellers and Travellers and Travellers and Travellers and Traveller of the nearest District or Local Centre? Distance: City Centre? Distance: City Centre Pow far is the site from edge of defined Cambridge City Centre? Distance: GP Borvice Pow Facilities Pow far is the nearest health centre or GP service? Key Local Facilities Flood Zone 1 and no drainage issues that cannot be appropriately addressed. GREEN = <1km A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m Green the site of the si	Floori Diele			
Cannot be appropriately addressed.	Flood Risk	is site at flood risk?		GREEN = Flood Zone 1 / low risk
Cannot be appropriately addressed.				
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 provision assumed provided onsite provision assumed provision assumed plantards in adopted plan standards is provided onsite provision assumed provision assumed place a provision assumed place pro				Flood Zone 1 and no drainage issues that
Open Space Will it increase the quantity and quality of publically accessible open space? Distance: Play Facilities How far is the nearest play space for children and teenagers? Will it provide for the macrost of Gypsy & Traveller How far is the site from the nearest District or Local Centre Distance: City Centre? Distance: City				cannot be appropriately addressed.
quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities of resulting special part of publically accessible open space? Distance: Outdoor Sport Facilities of resulting special part of publications and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Traveller accommodation needs of Gypsies and Travelling Showpeople? Distance: District or Local centre of the margest play space for the accommodation needs of Gypsies and Travelling Showpeople? Distance: District or Local centre? Distance: City Centre: District or Local centre of GREEN = 4400m A = 4400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	HUMAN HEALT	TH AND WELL BEING	;	
quantity and quality of publically accessible open space? Distance: Outdoor Sport Facilities sports facilities of or children and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Travelling Showpeople? Distance: District or Local Centre Distance: City Centre? Distance: City Centre? Distance: Or site provision assumed A = 400 - 800m A = 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R =	Open Space	Will it increase the		GREEN = Assumes minimum on-site
of publically accessible open space? Distance: How far is the nearest outdoor sport facilities Distance: Play Facilities Distance: Play Facilities Partition of the district or Local centre? Distance: Local Centre Distance: A = 800m Distance: A = 800m Distance: Play Facilities A = 800m Distance: City Centre? Distance: City Centre: Play Service Express of Key Local Facilities Distance: CP Service Rey Local Facilities A provided onsite Development would create minor opportunities for new public open space GREEN = <1km On site provision assumed GREEN = <400m AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m R = >800m R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.		quantity and quality		provision to adopted plan standards is
accessible open space? Distance: Outdoor Sport Facilities sports facilities realities of rew public open space Distance: Play Facilities sports facilities? Distance: Play Facilities of rewind facilities realities of rewinding population of the provision assumed GREEN = <1km On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m On site provision assumed GREEN = <400m AMBER = No Impact Centre point of site beyond 1,000m of nearest existing centre. District or Local centre? Distance: City Centre: Distance: City Centre: Distance: GP Service A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. A = 400 - 800m Centre point of site beyond 1,000m of nearest e				
Space? Development would create minor opportunities for new public open space				provided challe
Distance: How far is the nearest outdoor sports facilities? Distance: Play Facilities		•		Development would exect miner
Distance: Outdoor Sport Flow far is the nearest outdoor Sports facilities Sp		space?		•
Outdoor Sport Facilities nearest outdoor sports facilities? On site provision assumed Distance: Play Facilities How far is the nearest play space for children and teenagers? On site provision assumed Gypsy & Traveller Will it provide for the accommodation needs of Gypsies and Travellers 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? Centre point of site beyond 1,000m of nearest existing centre. Distance: City Centre? How far is the site from edge of defined Cambridge City Centre? R =>800m Distance: GP Service How far is the nearest health centre or GP service? 3,762m ACF from centre of site to Sawston Medical Centre. Key Local Facilities Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs AMBER = No impact on facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				
Facilities Sports facilities? On site provision assumed Distance: Play How far is the nacrest play space for children and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travellers and Travelling Showpeople? Distance: District or Local Centre District or Local Centre Distance: City Centre From edge of defined Cambridge City Centre Distance: GP Service Centre of GP service? Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs Distance) the first sthe site facilities Non site provision assumed GREEN = <400m On site provision assumed AMBER = No Impact A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m	Distance:	How far is the		GREEN = <1km
Distance: Play Facilities Facilities	Outdoor Sport	nearest outdoor		
Distance: Play Facilities	Facilities	sports facilities?		On site provision assumed
Facilities nearest play space for children and teenagers?	Distance: Plav			
for children and teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Traveller Showpeople? Distance: District or Local Centre District or Local Centre Point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. Distance: City Centre Office City Centre? Distance: GP Service Distance: GP Service Rey Local Facilities Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs	_			0
teenagers? Gypsy & Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travelling Showpeople? Distance: District or Local Centre District or Local Centre? Distance: City Centre? Distance: City Centre Distance: City Centre Distance: City Centre? Distance: GP Service Distance: GP Service Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs) A =400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	1 dollidos			On site provision assumed
Will it provide for the accommodation needs of Gypsies and Travellers and Travellers and Travelling Showpeople? A =400 - 800m				On site provision assumed
Traveller the accommodation needs of Gypsies and Travellers and T				AMPER 11 1
accommodation needs of Gypsies and Travellers and Travelling Showpeople? Distance: How far is the site from the nearest District or Local Centre: District or Local Centre: A = 400 - 800m Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. Distance: City Centre from edge of defined Cambridge City Centre? Distance: GP Service Distance: GP Service Key Local Facilities Key Local Facilities Key Local Facilities New facilities including health, education and leisure (shops, post offices, pubs)		•		AMBER = No Impact
needs of Gypsies and Travellers and Travelling Showpeople? Distance: How far is the site from the nearest District or Local Centre District or Local Centre? Distance: City Centre Distance: City Centre Distance: GP Service Key Local Facilities Key Local Facilities New far is the site from edge of degrate developed as part of site. R = >800m Registration of site to Sawston Medical Centre. Registration of site to Sawston Medical Centre. Registration of site in Sawston Medical Centre. Registration of site beyond 1,000m of nearest existing centre. Registration of site would be within 800m of any new local centre developed as part of site. R = >800m Registration of site would be within 800m of any new local centre developed as part of site. R = >800m Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m of any new local centre. Registration of site would be within 800m	Traveller			
and Travellers and Travelling Showpeople? Distance: District or Local Centre Point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. Provided P		accommodation		
Distance: District or Local Centre District or Local Centre? District or Local Centre Point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >80		needs of Gypsies		
Distance: District or Local Centre District or Local Centre? District or Local Centre Point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >80		and Travellers and		
Distance: District or Local Centre District or Local Centre District or Local Centre District or Local centre? Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site.		Travelling		
Distance: District or Local Centre District or Local Centre District or Local Centre District or Local Centre? Distance: City Centre Distance: City Centre Distance: City Centre Distance: City Centre Distance: GP Service Distance: GP Service Distance: GP Service Distance: GP Service New far is the nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m R = >800m R = >800m R = >800m R = >800m R = >800m R = >800m R = >800m R =		_		
District or Local Centre from the nearest District or Local centre? Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m Partice Distance: GP Service Distance: GP Service Distance: GP Service Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs) Centre point of site beyond 1,000m of nearest beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	Dietanco:			A =400 800m
Local Centre District or Local centre? Majority of site would be within 800m of any new local centre developed as part of site. Distance: City Centre Distance: GP Service Distance: 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) Centre point of site beyond 1,000m of nearest existing centre. Majority of site would be within 800m of any new local centre developed as part of site. R = >800m R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				A =400 - 600III
centre? Majority of site would be within 800m of any new local centre developed as part of site. Distance: City Centre from edge of defined Cambridge City Centre? Distance: GP Service				
Majority of site would be within 800m of any new local centre developed as part of site. Distance: City Centre Bistance: GP City Centre? Distance: GP Service Distance: GP Service Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). Majority of site would be within 800m of any new local centre developed as part of site. R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	Local Centre			
Distance: City Centre How far is the site from edge of defined Cambridge City Centre? Distance: GP Service New far is 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 R = >800m R = >800m R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.		centre?		nearest existing centre.
Distance: City Centre How far is the site from edge of defined Cambridge City Centre? Distance: GP Service New far is 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 R = >800m R = >800m R = >800m AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				
Distance: City Centre How far is the site from edge of defined Cambridge City Centre? Distance: GP Service How far is 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 R = >800m R = >800m R = >800m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				Majority of site would be within 800m of any
Centre from edge of defined Cambridge City Centre? Distance: GP Service How far is 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 R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				new local centre developed as part of site.
Centre from edge of defined Cambridge City Centre? Distance: GP Service How far is 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 From edge of defined Cambridge City Centre? R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	Distance: City	How far is the site		R = >800m
defined Cambridge City Centre? Distance: GP Service How far is 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 R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	,	from edge of		
City Centre? Distance: GP Service How far is 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 R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	555			
Distance: GP Service How far is 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 R = >800m 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.		9		
Service nearest health centre or GP 3,762m ACF from centre of site to Sawston Medical Centre. Key Local Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs New facilities a,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	Diotones: CD			D . 000m
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 3,762m ACF from centre of site to Sawston Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				r = >0U010
Key Local Facilities Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs Medical Centre. AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	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 AMBER = No impact on facilities (or satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				
Facilities quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.		service?		
Facilities quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs satisfactory mitigation proposed). New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.	Key Local	Will it improve		AMBER = No impact on facilities (or
of key local services and facilities including health, education and leisure (shops, post offices, pubs	1	-		·
services and facilities including health, education and leisure (shops, post offices, pubs New facilities or improved existing facilities are proposed of minor benefit. Promoter has indicated that the settlement will be a mixed use sustainable community.				, 5
facilities including health, education and leisure (shops, post offices, pubs		1		New facilities or improved existing facilities
health, education and leisure (shops, post offices, pubs indicated that the settlement will be a mixed use sustainable community.				
and leisure (shops, post offices, pubs use sustainable community.		_		
post offices, pubs		1		
		,		use sustainable community.
etc?)				
		etc?)		

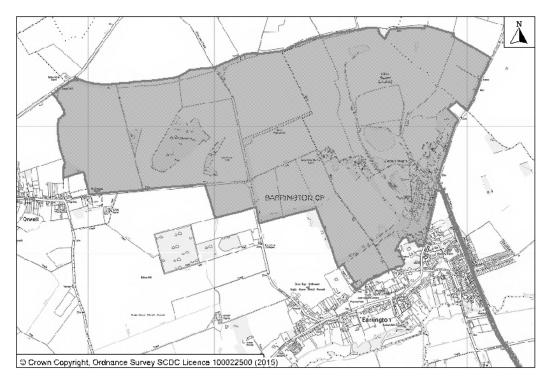
Community Facilities Integration	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable. AMBER = Adequate scope for integration
with Existing Communities	development on the site integrate with existing communities?	with existing communities
ECONOMY Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the	GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on
	vitality and viability of Cambridge, town, district and local centres?	vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.
Employment - Accessibility	How far is the nearest main	RED = >3km
j	employment centre?	5.9km ACF from centre of site to South Cambridgeshire 017D (Babraham Research Campus & Wellcome Trust Genome Campus)
Employment - Land	Would development result in the loss of	G = No loss of employment land / allocation is for employment development
	employment land, or deliver new employment land?	Development would support minor additional employment opportunities. It is proposed that the new settlement be a mixed use community therefore this would mitigate the loss of employment as a result of developing the airfield site.
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in key community	mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	supply the number of proposed properties
		which could arise if all the SHLAA sites
		within the zone were to be developed. The
		sewage network is at capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	constraints sair be appropriately finitigated
	capacity:	School capacity not sufficient, but
		significant issues be adequately addressed
		significant issues be adequately addressed
Distance:	How far is the	R = >800m
Primary	nearest primary	
School	school?	1,517m ACF from centre of site to Thriplow
		Primary School.
Distance:	How far is the	R = Greater than 3km
Secondary	nearest secondary	
School	school?	4.3km ACF from centre of site to Sawston
		Village College.
TRANSPORT		. 9 9.
Cycle Routes	What type of cycle	DARK RED = no cycling provision and
	routes are	traffic speeds >30mph with high vehicular
	accessible near to	traffic volume.
	the site?	
HQPT	Is there High	RED = Service does not meet the
	Quality Public	requirements of a high quality public
	Transport (at edge	transport (HQPT)
	of site)?	
Sustainable		
		AMBER = Score 10-14 from 4 criteria below
	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	Scoring mechanism has	
	Scoring mechanism has been developed to	AMBER = Score 10-14 from 4 criteria below Total score of 10
Transport	Scoring mechanism has been developed to consider access to	
Transport	Scoring mechanism has been developed to consider access to and quality of	
Transport	Scoring mechanism has been developed to consider access to and quality of public transport,	
Transport	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores	
Transport	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	
Transport	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores	
Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10
Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3)
Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of the site.
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of the site. 857m ACF from the centre of the site to the
Transport Score (SCDC) Distance: bus stop / rail	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 10 A = Within 800m (3) New settlement would require new bus stops which would mostly fall within 800m of the site.

a 20
site to
Site to
site to
straints
ed
Ju
ıfe
ter has
esult in
ew
to the
ige i on
from
ement
)
•

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

Мар:



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

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

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

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

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

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

	agricultural land?	(Grades 1 and 2) - Majority of very large site is Grade 2 but a belt of Grade 3 runs through the middle of the site where the chalk is underlying.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts
		Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves. Site allocation for chalk adjacent to existing quarry area. Around existing quarry and allocation is a waste consultation area. A quarter of the site is a safeguarding area for chalk in the Minerals and Waste LDF.
POLLUTION		AMBER OF T
Air Quality	Would the development of the sites result in an adverse	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
	impact/worsening of air quality?	Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Development compatible with some neighbouring uses. Concerns at noise from adjoining Barrington Hall that has entertainment events - could mitigate since very large site by having buffer to protect residential uses on site from noise. Also concerns at noise and malodour from nearby farms - bringing this closer to residential areas - need for buffer zones. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.

	T	
Contamination	Is there possible contamination on	AMBER = Site partially within or adjacent to
		an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		Eastern part of site is a former quarry and
		also has a number of areas of filled land.
		The whole site would therefore require
		investigation. This could be dealt with by
		condition. Potential for minor benefits
		through remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
· · · · · · · · · · · · · · · · · · ·	where possible	mitigation
	enhance the quality	Imagadon
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
	GIIVIIOIIIIIGIIL:	measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
DIODIVEDCITY		Sustainable Drainage Systems (Suus).
BIODIVERSITY Designated	Will it conserve	AMRER - Contains or is adjacent to an
Designated Sites		AMBER = Contains or is adjacent to an
Siles	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	Minor populity a improper on protected aires
	interest, and	Minor negative impact on protected sites
	geodiversity?	and species incapable of mitigation. A
	(Including	quarter of the site is an SSSI for geological
	International and	importance. Could be significant but given
	locally designated	overal size of site could design to mitigate
	sites)	damage to SSSI. Promoters indicate that
		they would work with Natural England and
		University of Cambridge and Natural History
		Museum to protect future of SSSI.
Biodiversity	Would	AMBER = Development would have a
	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Minor Negative Impact (Existing features
	help deliver habitat	unlikely to be retained in their entirety,
	restoration (helping	impacts cannot be fully mitigated) Some
	to achieve	mitigation will be achieved through the
	Biodiversity Action	development process. Greatest impact likely
	Plan targets, and	to be upon woodland habitats through
	maintain	disturbance and general change of use from
	connectivity	unmanaged to amenity. Many groups of
	between green	trees and mature hedgerows would need to
	infrastructure)?	be retained within design. Extensive loss of
		arable farmland.
TDO	1	LODEELL OU
TPO	Are there trees on site or immediately	GREEN = Site does not contain or adjoin any protected trees

	adjacent protected by a Tree Preservation Order (TPO)?		No TPO's present on the proposed area however there are significant hedges and blocks of woodland that need to be retained
			using current best practice and guidance unless detailed tree surveys prove otherwise.
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		-
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure.
	infrastructure?		Promoters have mentioned that a new
			country park would be included in the
			development of the site.
LANDSCAPE,	TOWNSCAPE AND C	<u>ULTURAL HI</u>	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of
			mitigation) - the site is prominently located
			on edge of Barrington. Development of this
			site would be very intrusive. Huge views are
			available to the north, east and south of the
			site. It is a dramatic landscape, and deeply rural in character.
Townscape	Will it maintain and		AMBER = negative impact on townscape
Townscape	enhance the		character, incapable of mitigation.
	diversity and		character, incapable of miligation.
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation).
	through		All local villages would be totally dominated
	appropriate design		by the scale of the development. Barrington
	and scale of		and Orwell could become physically linked.
	development?		
Green Belt	What effect would		GREEN = No impact or Minor positive
	the development of		impact on Green Belt purposes
	this site have on		
	Green Belt		The site is not within the Green Belt, but the
	purposes?		GB extends along its northern and eastern
	1AMIL IS		boundary.
Heritage	Will it protect or		RED = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for significant
	historical,		negative impacts incapable of appropriate
	archaeological, or		mitigation
	cultural interest		Cincilia and Name the State and City
	(including		Significant Negative Impact on historic
	conservation		Assets (incapable of satisfactory mitigation)

	,	
	areas, listed	- Setting of four conservation areas would
	buildings,	be affected by development of this site.
	registered parks	Southern boundary of site adjoins
	and gardens and	Barrington Conservation Area.
	scheduled	
	monuments)?	Archaeological potential will require further
		information but the assumption for a neutral
		impact is that it is likely appropriate
		mitigation can be achieved through the
		development process.
CLIMATE CHA	_	LODEEN D
Renewables	Will it support the	GREEN = Development would create
	use of renewable	additional opportunities for renewable
	energy resources?	energy.
		Development would are to union and ditional
		Development would create minor additional
		opportunities for renewable energy. A new
		settlement of this scale would be expected
		to include many additional renewable
Flood Risk	Is site at flood risk?	energy options GREEN = Flood Zone 1 / low risk
I lood ixisk	is site at 11000 fish:	GILLIN = 1 1000 Zone 1 / 10W risk
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed. Very
		small part of site is within flood zone 2.
HIIMAN HEALT	⊥ TH AND WELL BEING	 Small part of site is within flood zone z.
Open Space	Will it increase the	DARK GREEN = Development would create
opon opaco	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
	'	
		Development would deliver significant new
		public open space. Promoter has indicated
		that a country park would be delivered with
		formal and informal recreation facilities to
		serve the southern and western part of the
		district.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m or onsite provision
Facilities	nearest play space	
	for children and	On site provision assumed
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	> nownoonlo'	
Dietons	Showpeople?	D . 000m
Distance: District or	How far is the site from the nearest	R = >800m

Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Assumed new network of centres would be
Diotopoo: City	How far is the site	required to serve a new settlement. R = >800m
Distance: City Centre	from edge of	R = >000III
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	On site provision assumed
Kay Lagal	service?	CDEEN New level facilities or improved
Key Local Facilities	Will it improve quality and range	GREEN = New local facilities or improved existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New facilities or improved existing facilities
	health, education	are proposed of minor benefit. Promoter has
	and leisure (shops,	indicated that the settlement will be a
	post offices, pubs etc?)	sustainable new development and also that it will be providing facilities for those that live
	eic:)	in close proximity to the new community.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Novelogal agreements / willogg ball as
		New local community / village hall or improved existing facility is proposed of
		minor benefit (and is viable and
		sustainable). The promoter has indicated
		that the new settlement will be sustainable
		community providing for the day to day
lata and Car	11	needs of the residents.
Integration with Existing	How well would the development on	AMBER = Adequate scope for integration with existing communities
Communities	the site integrate	with existing communities
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within Cambridge according to the Index of
	and employment deprivation	Multiple Deprivation 2010.
	particularly in	Manupio Dopinvation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the

		1	
	shopping		vitality and viability of existing centres
	hierarchy,		Davidan mantananth bana a a "" at an
	supporting the		Development would have no effect on
	vitality and viability		vitality or viability of existing centres. The
	of Cambridge,		new settlement is proposed as being a self
	town, district and local centres?		sufficient sustainable community.
Employment -	How far is the		RED = >3km
Accessibility	nearest main		NED = 20Mil
7 tooocolomity	employment		8.3km ACF from centre of site to Cambridge
	centre?		007D (West Cambridge)
Employment -	Would		A = Some loss of employment land and job
Land	development result		opportunities mitigated by alternative
20.10	in the loss of		allocation in the area (< 50%).
	employment land,		
	or deliver new		Development would have a minor negative
	employment land?		effect on employment opportunities, as a
			result of the loss of existing employment
			land. The existing quarry and cement works
			are no longer in commercial use however
			the Minerals and Waste LDF has retained
			an allocation for chalk within the site and
			therefore the quarry could at a future date
			become operational again. Development of
			the site would prevent this.
Utilities	Will it improve the		AMBER = Significant upgrades likely to be
	level of investment		required, constraints capable of appropriate
	in key community		mitigation
	services and		
	infrastructure,		Major utilities Infrastructure improvements
	including		required, but constraints can be addressed.
	communications		There is insufficient anara mains water
	infrastructure and broadband?		There is insufficient spare mains water
	broadbarid?		capacity within the distribution zone to supply the number of proposed properties
			which could arise if all the SHLAA sites
			within the zone were to be developed.
			Within the 2016 were to be developed.
			The sewage network is limited capacity.
			The electricity supply to be development
			could not be supported from existing
			network.
Education	Is there sufficient		AMBER = School capacity not sufficient,
Capacity	education		constraints can be appropriately mitigated
	capacity?		
	. ,		School capacity not sufficient, but significant
			issues be adequately addressed
Distance:	How far is the		G = <400m
Primary	nearest primary		
School	school?		On Site provision assumed
Distance:	How far is the		G = Within 1km (or site large enough to
Secondary	nearest secondary		provide new)
School	school?		

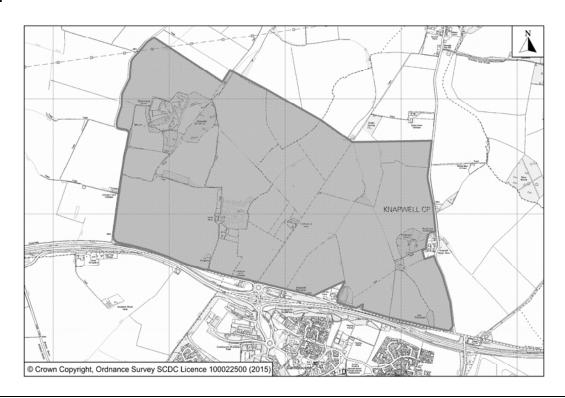
		On Site provision assumed
TRANSPORT		
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	Would require a significant level of transport infrastructure to encourage more sustainable transport links. Routes for such links are unknown at this stage.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances If the improvements below were achieved
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score of 14
Distance: bus	Tour omeria selem	0 = Within 800m (3)
stop / rail station		New settlement would require new bus stops which would mostly fall within 800m of the site.
		1,277m ACF from the centre of the site to the nearest bus stop (75 service).
Frequency of		G = 20 minute frequency (4)
Public Transport		New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4. Less than hourly service.
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		30 minutes from bus stop to the centre of Cambridge.
Distance for cycling to City		A = 10km to 15 km (3)
Centre		10.03km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	2,814m ACF from centre of the site to Shepreth Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the highway network, where there is	identified that cannot be fully mitigated No capacity constraints identified, safe
	available capacity?	access can be achieved however local

		traffic management measures would be required to mitigate the impact of development traffic upon local communities.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	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. The promoter has stated that the transport strategy will include a fast, frequent and direct public transport connection to Cambridge. Currently limited bus service and highway Authority has stated that it would be difficult to incorporate into existing networks.

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC265 REVISED DEVELOPER PROPOSAL			
Consultation Reference numbers: N/A			

Site name/address: Land to the north of the A428, Cambourne

Map:



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

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

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

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

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

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

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

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

Potential residential capacity: 3,500 dwellings

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

	T	
	the M11 or the	
D " "	A14?	DED 0: "
Pollution	Are there potential	RED = Significant adverse impacts
	Odour, light noise	
	and vibration	Significant negative impacts to or as a result
	problems if the site	of the development that are incapable of
	is developed, as a	mitigation. The site is close to commercial
	receptor or	and industrial units and the Motocross site,
	generator	and offsite mitigation is likely to be required.
	(including	Some possible noise and vibration from
	compatibility with	A428 which should be possible to mitigate.
	neighbouring	
Contomination	uses)?	CDEEN Cite not within or a discount to an
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on the site?	area with a history of contamination
Water		CDEEN No impact / Conchin of full
vvalei	Will it protect and where possible	GREEN = No impact / Capable of full mitigation
	enhance the quality	i iiiugauori
	of the water	Development unlikely to effect water quality.
	environment?	Assumptions for a neutral impact are that
	CHVIIOIIIICHE:	appropriate standards and pollution control
		measures will be achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (SuDS).
BIODIVERSITY	<u> </u>	
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	
	interest, and	Minor negative impact on protected sites
	geodiversity?	and species. The site is adjacent to
	(Including	Knapwell Roadside Verge CWS and
	International and	Knapwell Wood CWS. Brockley End
	locally designated	Meadow CWS lies 540m to the west of the
	sites)	site. Elsworth Wood SSSI lies
		approximately 530m to the west of the site.
		Segregated bus priority measure between
		the junction of the A428/A1303 and the
		M11, planned to secure wider benefits
		would also be required to serve this site,,
		may affect ancient woodland and BAP
		priority habitats. If works were able to be
		carried out on line this might alleviate some
		of the adverse effects.
Biodiversity	Would	AMBER = Development would have a
,	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Minor negative impact as loss of farmland

	help deliver habitat restoration (helping to achieve		and severance of hedgerows. Some opportunities for habitat enhancement.
	Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site,, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation There are a considerable number of trees with Tree Preservation Orders within the site area, including Knapwell Wood.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure (Score changed from Amber to Green) With the larger site, proposer suggests delivery of a network of green routes with access to landscaped parkland. Retain and enhance Elsworth Wood SSSI & RSPB Farm. Creation of a web of new multi-
			functional Green Infrastructure, including a country park.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HE	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible. Significant negative impact (development conflicts with landscape character, with significant negative impacts incapable of mitigation) - due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape. The deeply rural approach to Knapwell would be urbanised and the village itself completely dominated by the development, and the detailed and layered landscape to the north of the site would become obscured by the development.
			Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to

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

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

	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Existing site at Cambourne over 800m
	service?	Promoter proposes medical facilities on-site,
		Would result in a green score.
		-
		UPDATE: Score changed from Red to
		Green to reflect on-site provision.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	Now local facilities or improved eviction
	facilities including	New local facilities or improved existing
	health, education and leisure (shops,	facilities are proposed of significant benefit. The development proposes employment,
	post offices, pubs	retail and leisure uses.
	etc?)	Totali dila lolodio doco.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	New local community facilities or improved
		existing facility is proposed of minor benefit
		(and is viable and sustainable
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing communities?	It will be difficult to view this development an
	Communities:	extension of Cambourne given the
		separation by the A428, other roads and
		structural landscaping to the south.
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
6449	shopping	vitality and viability of existing centres
	hierarchy,	and the same of th
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres.
	local centres?	

Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
7 (CCCSSIDIIIty	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
Land	in the loss of	anocation is for employment development
	employment land,	Promoter proposes a range of employment
	or deliver new	uses, including 'start-up/incubator' units;
	employment land?	doos, mordaning start aprinousation armo,
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Otilitioo	level of investment	required but constraints capable of
	in key community	appropriate mitigation
	services and	appropriate magation
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	roquirou, but constrainte carribe adarected.
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,
	broadbaria:	therefore significant reinforcement and new
		network required. There is insufficient spare
		capacity within the distribution zone to
		supply the total number of proposed
		properties which could arise if all the
		SHLAA sites with the zone were to be
		developed.
		dovolopod.
		The WwTW is operating close to capacity
		and therefore has limited capacity to
		accommodate this site.
		The sewerage network is approaching
		capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	, , , , , , , , , , , , , , , , , , ,
		School capacity not sufficient, but
		significant issues can be adequately
		addressed.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Potential to provide new secondary school,
		or be served by existing Cambourne site,
		depending whether this development would
		take place in combination with others.
		Promoter proposes new secondary school
		on-site.
TRANSPORT		
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	

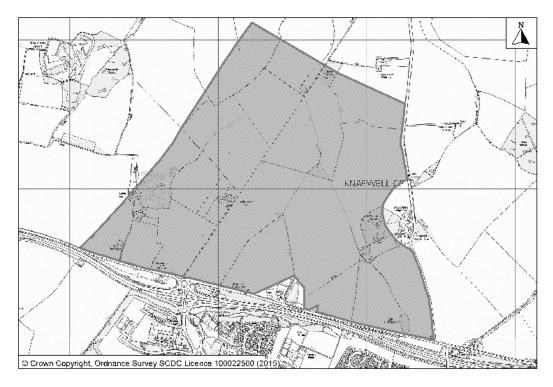
	accessible near to the site?	TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling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

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

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

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

Мар:



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

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

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

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

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

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

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

Potential residential capacity: 2,500 dwellings

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL The site includes 2 farm complexes creating a very small area of previously developed land.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 270 ha). Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality. Bus priority measures and cycling and
AOMA	lo the cite within an		pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		GREEN = >1,000m of an AQMA, M11, or A14

D. H. et	T A		DED O' I''
Pollution	Are there potential Odour, light noise		RED = Significant adverse impacts
	and vibration		Significant negative impacts to or as a result
	problems if the site		of the development that are incapable of
	is developed, as a		mitigation. The site is close to commercial
	receptor or		and industrial units and the Motocross site,
	generator		and offsite mitigation is likely to be required.
	(including		Some possible noise and vibration from
	compatibility with		A428 which should be possible to mitigate.
	neighbouring		
	uses)?		
Contamination	Is there possible		GREEN = Site not within or adjacent to an
	contamination on		area with a history of contamination
Matan	the site?		CDEEN No import / Complete of full
Water	Will it protect and where possible		GREEN = No impact / Capable of full mitigation
	enhance the quality		Imitigation
	of the water		Development unlikely to effect water quality.
	environment?		Assumptions for a neutral impact are that
			appropriate standards and pollution control
			measures will be achieved through the
			development process, e.g. as part of
			Sustainable Drainage Systems (SuDS).
BIODIVERSITY		ı	LAMBED O
Designated	Will it conserve		AMBER = Contains or is adjacent to an
Sites	protected species		existing site designated for nature
	and protect sites designated for		conservation or recognised as containing protected species and impacts capable of
	nature		appropriate mitigation
	conservation		appropriate magazieri
	interest, and		Minor negative impact on protected sites
	geodiversity?		and species. The site is adjacent to
	(Including		Knapwell Roadside Verge CWS and
	International and		Knapwell Wood CWS. Brockley End
	locally designated		Meadow CWS lies 540m to the west of the
	sites)		site. Elsworth Wood SSSI lies
			approximately 530m to the west of the site.
			Segregated bus priority measure between
			the junction of the A428/A1303 and the
			M11, planned to secure wider benefits
			would also be required to serve this site,,
			may affect ancient woodland and BAP
			priority habitats. If works were able to be
			carried out on line this might alleviate some
Diadinarity	Mondal		of the adverse effects.
Biodiversity	Would		AMBER = Development would have a
	development reduce habitat		negative impact on existing features or network links but capable of appropriate
	fragmentation,		mitigation
	enhance		magadon
	native species, and		Minor negative impact as loss of farmland
	help deliver habitat		and severance of hedgerows. Some
	restoration (helping		opportunities for habitat enhancement.
			11

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

		adverse effects.
Townscape	Will it maintain and	GREEN = No impact (generally compatible,
Townsoapo	enhance the	or capable of being made compatible with
	diversity and	local townscape character, or provide minor
	distinctiveness of	improvements)
	townscape	
	character, including	Neutral impact (generally compatible, or
	through	capable of being made compatible with local
	appropriate design	townscape character). Assumptions for a
	and scale of	neutral impact include that appropriate
	development?	design and mitigation measures would be
	acroiopinioni:	achieved through the development process.
		acineved uneagir the development process.
		Bus priority measures and cycling and
		pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	Bus priority measures and cycling and
	purposes?	pedestrian improvements between
		Cambourne and Cambridge, planned to
		secure wider benefits would also be
		required to serve this site. The segregated
		bus priority measure between the junction of
		the A428/A1303 and the M11 may affect the
		Greenbelt. If works were able to be carried
		out on line this might alleviate some of the
Uorito ao	Mill it protect as	adverse effects.
Heritage	Will it protect or	AMBER = Site contains, is adjacent to, or
	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation
	archaeological, or cultural interest	Neutral impact (existing features retained,
	(including conservation	or appropriate mitigation possible). The site
	areas, listed	will have an impact on the setting of the listed buildings at New Inn Farm.
	buildings,	noted buildings at New IIIII Fallii.
	registered parks	Archaeological potential will require further
	and gardens and	Archaeological potential will require further information but the assumption for a neutral
	scheduled	impact is that it is likely appropriate
	monuments)?	mitigation can be achieved through the
	monuments):	development process.
CLIMATE CHA	NGF	acvolopinioni process.
Renewables	Will it support the	AMBER = Standard requirements for
. 10110 Wabios	use of renewable	renewables would apply
	333 STICITOWADIC	Tottowabloo would apply

	energy resources?	
	energy resources?	Development could create minor additional
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
1 1000 THOR	io one at nood nort.	OKEEN = 1 lood Zollo 17 low lick
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HEALT	TH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create minor
		opportunities for new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	A course of many initial and air air
Facilities	sports facilities?	Assumed provision on site. GREEN = <400m
Distance: Play Facilities	How far is the nearest play space	GREEN = <400III
raciiilles	for children and	Assumed provision on-site
	teenagers?	Accumed provision on site
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	7 mb 2 m page
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		New local centre developed as part of site
Distance: City	How far is the site	New local centre developed as part of site. R = >800m
Centre	from edge of	K = >00011
Jenue	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	Assumed served by existing site at
	service?	Cambourne.
		1,462m ACF from centre of site to Monkfield
		Medical Centre, Cambourne.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	Name I and the Allifornian to th
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	The development proposes employment, retail and leisure uses.
	post offices, pubs etc?)	ו ו ו ו ו ו ו ו ו ו ו ו ו ו ו ו ו ו ו
	GIU!)	

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

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

		7
HQPT	Is there High	improvements as part of the scheme, varying form off-road route options to more limited improvements. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. AMBER = service meets requirements of
I IQF I	Quality Public Transport (at edge of site)?	high quality public transport in most but not all instances
		Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to	Total score 16.
	and quality of	UPDATE: (Score changed from Amber to
	public transport, and cycling. Scores	Green to reflect revised score for Distance:
	determined by the	bus stop / rail station.
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail station		UPDATE: Score changed from Amber to Dark Green.
		Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.
		(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) ()).
Frequency of Public		G = 20 minute frequency (4)
Transport		UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local

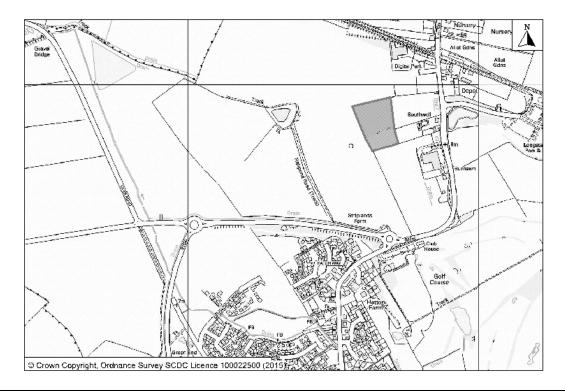
		Plan).
		(Currently Citi 4 20 minute Frequency (1))
Public		(Currently Citi 4 - 20 minute Frequency (+)) A = 31 to 40 minutes (3)
transport journey time to City Centre		35 minutes from bus stop to the centre of Cambridge.
		UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		10.21km ACF from the centre of the site to St. Ives Market.
		12.68km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	12,634m ACF from centre of the site to St Neots Station.
Access	Will it provide safe access to the highway network,	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	where there is available capacity?	Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section.
		UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014)
Non-Car Facilities	Will it make the	AMBER = No impacts
racillues	transport network safer for public transport, walking or cycling facilities?	There are opportunities to encourage more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities.

Site Information			
Development Sequence	New Settlement (part of)		
Site reference number(s): SC273			
O			

Consultation Reference numbers: 1 (I&O 2012)

Site name/address: Southwell Farm, Station Road, Longstanton (part of Northstowe Reserve)

Мар:



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

Current use(s): Residential / Small Holding

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

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

Potential residential capacity: 66 dwellings (40 dph)

LAND		
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

	versatile	
	agricultural land?	
Minerals	Will it avoid the sterilisation of	GREEN = Site is not within an allocated or safeguarded area.
	economic mineral reserves?	Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION		wodia not navo a nogativo impaot.
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Close to the Councils' Air
		Quality Management Area. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. Proximity to the B1050 bypass to the south & east and the Guided Bus to the north with prevailing winds from the south west - traffic noise will need assessment South east of the site is close to Hydro Eu Ltd, Station Road a medium to large sized industrial type unit / uses - noise from activities / plant and equipment and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Possible noise and malodour from nearby Southwell Farm, Station Road. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible	GREEN = No impact / Capable of full mitigation

	onhones the smaller		
	enhance the quality of the water environment?		Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts. No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
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 Development would create minor opportunities for new Green Infrastructure as the promoter of the surrounding site 242 proposes provision of public open space and possible link to bridleway along the Guided Busway.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape

	enhance the	character, incapable of mitigation.
	diversity and	
	distinctiveness of	Minor Negative Impact (Development
	landscape	conflicts with landscape character, minor
	character?	negative impacts incapable of mitigation) -
		The development is at odds with the local
		landscape character and would have an
		adverse effect on the local landscape by
		adding a substantial urban extension into an
		open and rural landscape. To successfully
		set the proposed development into the
		existing landscape, and to preserve a
		landscape setting to Longstanton,
		substantial structural landscape will be
		required to the north, west and south of the
		development, giving genuine rural
		separation between the development and
		the village, and a soft, integrated edge
		treatment.
Townscape	Will it maintain and	AMBER = negative impact on townscape
	enhance the	character, incapable of mitigation.
	diversity and	
	distinctiveness of	Minor Negative Impact (development
	townscape	conflicts with townscape character, minor
	character, including	negative impacts incapable of mitigation) -
	through	Development of this site in combination with
	•	·
	appropriate design	site 242 would be large in relation to the
	and scale of	existing village settlements and would
	development?	adversely affect the landscape setting of
		Longstanton to the extent that it may be
		difficult to view Longstanton as separate
		from Northstowe.
		To successfully set the proposed
		development into the existing landscape,
		and to preserve a landscape setting to
		Longstanton, substantial structural
		landscape will be required to the north, west
		and south of the development, giving
		genuine rural separation between the
		development and the village, and a soft,
		integrated edge treatment. Structural
		landscape will also be required within the
		development with some views to existing
		horizons and landscape features retained.
Green Belt	What effect would	
Gleen beit		GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	
	motorioai,	1

	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
CLIMATE CHA			
Renewables	Will it support the use of renewable energy resources?		GREEN = Development would create additional opportunities for renewable energy. Development would create minor additional opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	;	
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space as the promoter of the surrounding site 242 proposes provision of open space as part of the development.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision 1.1km ACF from centre of the site to Longstanton Recreation Ground, closer to planned Northstowe sports hub.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED = >800m 973m ACF from centre of the site to Land south of Duddle Drive, Longstanton. Play space would be required onsite as part of the wider Northstowe Reserve development.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling		AMBER = No Impact

	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre. New Local Centres
		planned as part of wider Northstowe
		development would be nearer.
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	1,324m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
		Northstowe in the longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	of the surrounding site 242 proposes a
	and leisure (shops,	mixed use development of 900 dwellings
	post offices, pubs	with employment, retail, community uses,
	etc?)	commercial uses and public open space.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
Integration	activities? How well would the	GREEN = Good scope for integration with
Integration with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communities	with existing	Create a new community.
	communities?	New facilities or improved existing facilities
	communities:	are proposed of minor benefit. The promoter
		of the surrounding site proposes a mixed
		use development of 900 dwellings with
		employment, retail, community uses,
		commercial uses and public open space.
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
,	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the

	ala a m m !	. drafts . and . data the end of a dark
	shopping	vitality and viability of existing centres
	hierarchy, supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact
	1000001	on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
,	employment	employment or is for another non-residential
	centre?	use
		Northstowe now town includes significant
		employment development.
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	Dovolon mont of the assume well- well- 040
	employment land,	Development of the surrounding site 242
	or deliver new	would support minor additional employment opportunities.
Utilities	employment land? Will it improve the	AMBER = Significant upgrades likely to be
Otilities	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	Tillingation
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	Significant reinforcement and new network
	infrastructure and	is required for electricity provision. There is
	broadband?	insufficient spare mains water capacity
		within the distribution zone to supply the
		number of proposed properties which could
		arise if all the SHLAA sites within the zone
		were to be developed. Gas will require a
		Pressure Reduction Station to be built to
		allow a local low pressure infrastructure to
		be laid around the developments. The
		sewerage network is approaching capacity and will require investigation and mitigation.
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places
Japaony	capacity?	Sarpido Sorioor pidoos
		As an extension of Northstowe children
		within the development would attend one of
		the seven proposed primary schools and
		the proposed secondary school that are
		identified in the Development Framework
		Document to serve the new town. As the
		reserve land would be one of the last
		phases of Northstowe to be developed the
		capacity of these schools, and their ability to
		extend would need to be assessed nearer
		to the time. As the DFD is considering this
		site the location of schools, and their site

		size will be taken into account.
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	7. 100 000
School	school?	1,052m ACF from centre of site to Hatton
		Park School, but closer to a planned
		Northstowe primary school.
Distance:	How far is the	A = 1- 3km
Secondary	nearest secondary	
School	school?	3.6km ACF from centre of site to Swavesey
		Village College, but significantly closer to
		planned Northstowe Secondary school.
TRANSPORT	T	
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
LIODT	the site?	e.g. cycleway adjacent to guided busway.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public Transport (at edge	high quality public transport in most but not all instances
	of site)?	all listances
	or site):	Guided busway meets most aspects of
		HQPT definition, but hourly service in
		evenings.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 19
,	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
Dietonos hus	four criteria below.	CC Within 400m (C)
Distance: bus		GG = Within 400m (6)
stop / rail station		206m ACF from the centre of the site to the
Station		nearest guided busway stop (Longstanton).
Frequency of		GG = 10 minute frequency or better (6)
Public		SS = 10 minute frequency of better (6)
Transport		
Public		G = 21 to 30 minutes (4)
transport		
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		
		Guided Busway - 10 Minutes to St. Ives.)
Distance for		A = 10 km to 15 km (3)
cycling to City		
Centre		8.84km ACF from the centre of the site to
		St. Ives Market.
		40.77km ACE from the control of the city to
		10.77km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market. R = >800m
Railway	from an existing or	IX - >000III
Station	proposed train	10,780m ACF from centre of the site to
Jianon	Proposed train	10,100m AOL HOM CEMIE OF THE SILE TO

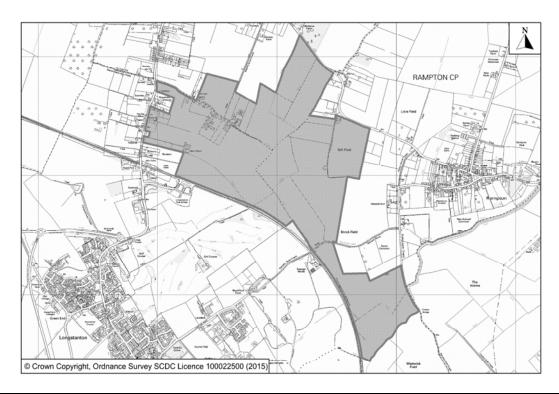
	station?	Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.
	available capacity?	Considered together with the surrounding site 242, there is insufficient capacity or access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

Site Information	
Development Sequence	New Settlement (part of)
Site reference number(s): SC274	

Consultation Reference numbers: N/A

Site name/address: Land generally to the north and north east of Northstowe adjoining the Cambridgeshire Guided Busway

Мар:



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

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

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

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

Site size (ha): South Cambridgeshire: 202 ha

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

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	This large site includes some built
	developed	development with curtilages adjacent to the
	land?	B1050 and to the northwest.

Agricultural Land	Would development lead to the loss of the best and most versatile	AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - large site but small part Grade 2. Half of the site
Minerals	agricultural land? Will it avoid the sterilisation of economic mineral reserves?	is Grade 3a. GREEN = Site is not within an allocated or safeguarded area. Approximately 1/3 of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air
	impact/worsening of air quality?	quality. Site lies in an area where air quality acceptable. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Development largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. The site in close proximity to the B1050 to the west and the CGB to the south & Longstanton P&R - traffic / transport noise will need assessment. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but
		dependent on location of site entrance. Possible noise and malodour from nearby farms that may coexist as proposals would be closer than existing residential, but no history of complaints. There is a sewage treatment works with open trickle beds is in close proximity to the west, offsite near BrookField associated with old barracks and existing housing etc. However, this is no

		longer operational. Assumption is that most can be mitigated, or the site is large enough to avoid affected areas.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		borronte dabject to appropriate magation,
		Site is adjacent to guided busway (old
		railway line) and may have contaminated
		land. Potential for minor benefits through
		remediation of minor contamination
Water	Will it protect and	GREEN = No impact / Capable of full
VVator	where possible	mitigation
	enhance the quality	Imagadon
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
	CHAILOUILIGUE;	measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY	,	Sustamable Dramage Systems (Suus).
	Will it conserve	CREEN - Doos not contain is not adjacent
Designated Sites		GREEN = Does not contain, is not adjacent to designated for nature conservation or
Siles	protected species	
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
	nature	greenspace. No or negligible impacts.
	conservation	No import on mustostad sites and an original
	interest, and	No impact on protected sites and species
	geodiversity?	(or impacts could be mitigated). Adjacent to
	(Including	a County Wildlife Site alongside the
	International and	Cambridgeshire Guided Busway. Greatest
	locally designated	impact likely to result from human
	sites)	disturbance of currently inaccessible
		farmland habitats. Badgers within Fish
		Ponds Wood may be an issue.
Biodiversity	Would	AMBER = Development would have a
	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Assumptions for a neutral impact are that
	help deliver habitat	existing features that warrant retention can
	restoration (helping	be retained or appropriate mitigation will be
	to achieve	achieved through the development process.
	Biodiversity Action	
	Plan targets, and	
	maintain	
	connectivity	
	between green	
	infrastructure)?	
TPO	Are there trees on	GREEN = Site does not contain or adjoin
	site or immediately	any protected trees
i	adjacent protected	

	by a Trop		
	by a Tree Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		or of head and desired
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			public open space and possible links to the
			byway and footpath across the southern
			part of the site that links the villages of
			Longstanton and Rampton and to bridleway
			along the Guided Busway.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		Circuificant Nametica Impact (Decelorment
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of mitigation) - The development is at odds
			with the local landscape character. It would
			have an adverse effect on the local
			landscape by adding a very substantial
			urban extension into an open and rural
			landscape. The proposed development
			would also have a very significant adverse
			effect on the carefully considered structural
			landscape proposals for existing and
			currently proposed developments in the
			area. The proposed layout of Northstowe
			and the existing transport infrastructure will
			make satisfactory visual connections
_			between the two sites very difficult.
Townscape	Will it maintain and		AMBER = negative impact on townscape
	enhance the		character, incapable of mitigation.
	diversity and		Minor Noveth to Joseph Colored
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including through		negative impacts incapable of mitigation) -
	appropriate design		Development would be very large in relation to the existing and proposed settlements
	and scale of		and would adversely affect the landscape
	development?		setting of Longstanton Oakington,
	2010.00011101111		Willingham and Rampton. Any benefits from
			enlarging the separation from Longstanton
			and Oakington will be countered by greater
			impact on Willingham and Rampton. The
			proposed layout of Northstowe and the
			existing transport infrastructure will make
			satisfactory visual connections between the

		two sites very difficult.
Green Belt	What effect would	GREEN = No impact or Minor positive
0.0020	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	
	monuments)?	
CLIMATE CHAI		
Renewables	Will it support the	DARK GREEN = Development would create
	use of renewable	significant additional opportunities for
	energy resources?	renewable energy.
		Development would greate significant
		Development would create significant additional opportunities for renewable
		energy. The assumption is that as a large
		extension to Northstowe it should be
		possible to continue the exemplar of
		sustainability standards.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
T TOOL THON	lo one at hood horr	OKEEK FIRST END TO HOW HOW
		The majority of the site is within Flood Zone
		1 and no drainage issues that cannot be
		appropriately addressed. Only about 10% of
		the site is in Flood Zone 3a and a previous
		Masterplan identified these areas for uses
		such as open space, which are compatible
		with the flood risk potential.
HUMAN HEALT	H AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create minor
		opportunities for new public open space as
		the promoter proposes provision of open
		space as part of the development
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	Accumed province are alta
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	

	for children and	Assumed provision on site
	teenagers?	Assumed provision on site
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	7 MIDER = No Impaot
Traveller	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = 400m
District or	from the nearest	
Local Centre	District or Local	(Centre point of site beyond 1,000m of
	centre?	nearest existing centre).
		,
		Assumed site of this scale would have new
		local centre(s)
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	Approximately 1,800m to Longstanton
	service?	Surgery, Northstowe provision nearer in the
	NAPH 14 1	longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	Now to cilities or improved existing to cilities
	services and	New facilities or improved existing facilities
	facilities including health, education	are proposed of minor benefit. The promoter proposes an employment-led development,
	and leisure (shops,	a local centre and open space, plus
	post offices, pubs	necessary infrastructure such as an
	etc?)	expanded park and ride site and highway
	0.0.7	and drainage works. The assumption is
		these will largely serve new residents.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	·
		New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		proposes an employment-led development,
		a local centre and open space, plus
		necessary infrastructure such as an
		expanded park and ride site and highway
		and drainage works. The assumption is
_		these will largely serve new residents.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	
	communities?	The development would be separated from

		Northstowe by the Guided Busway. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory connections between the two sites very difficult.
ECONOMY		•
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?	GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	DARK GREEN = Development would significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. Significant reinforcement and new network is required for electricity provision. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed.

		Station to be built to allow a local low pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and mitigation.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.
		As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. This site would require additional provision.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision onsite, or served by
Diatanas	Llow for in the	adjoining Northstowe site
Distance:	How far is the	A = 1 to 3 km
Secondary School	nearest secondary school?	Distance to planned Northstowe secondary
3011001	3011001:	school.
TRANSPORT		ochool.
Cycle Routes	What type of cycle routes are accessible near to the site?	GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. Assumed connections to existing cycleway
		along the busway.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score of 17
Distance: bus		GG = Within 400m (6)
stop / rail		- Willin 100m (0)
station		Development of this scale would required new bus routes through the development.

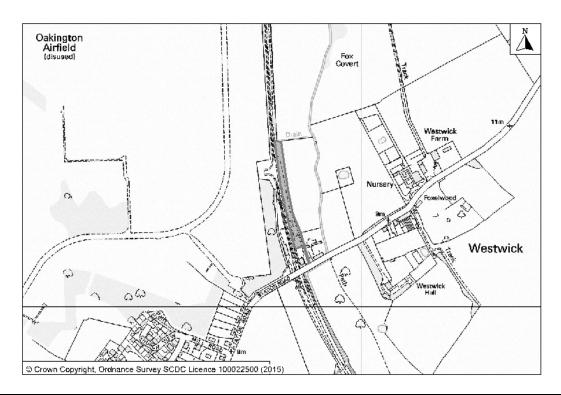
	T	/oppring about and for association of the set
		(scoring changed for consistency with other new settlement proposals).
		872m ACF from the centre of the site to the nearest guided busway stop (Longstanton).
Frequency of		G = 20 minute frequency (4)
Public Transport		
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		Guided Busway - 23 Minutes to Cambridge;
Distance for		0 = 10km to 15 km (3)
cycling to City Centre		10.14km ACF from the centre of the site to St. Ives Market.
		10.27km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	9,452m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network, where there is	mitigation.
	available capacity?	UPDATE: The promoter contends that with the extension to Northstowe it has the potential to be self-contained, in terms of meeting the needs of its population locally, and minimising out-commuting and car journeys.
		The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment, accompanied by a travel plan for the development.
		A site in this location could not proceed in advance of the committed Cambridge to Huntingdon A14 improvement scheme.
		Detailed consideration would need to be given to the impact of Northstowe and its accompanying off-site highway works and mitigation measures. Detailed consideration would also need to be given to the impact of the development on the B1050. Any Transport Assessment will need to be based on analysis undertaken using the

		Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. (Change of score: Red to Amber).
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network safer for public	public transport, cycling, walking facilities
	transport, walking	Would result in significant improvement to
	or cycling facilities?	public transport, walking or cycling facilities.
		The Highway Authority will require new
		development to provide or contribute to the
		provision of infrastructure to encourage
		more sustainable transport links both on
		and off site. This is a large site, so provision
		or contribution from this site would result in
		significant improvement to public transport,
		walking or cycling facilities.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC275	
Consultation Reference numbers: N/A	

Site name/address: Old East Goods Yard, Station Road, Oakington

Мар:



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

Note: this site does not adjoin a village framework.

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

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

Site size (ha): South Cambridgeshire: 0.59 ha

Potential residential capacity: 16 dwellings (40 dph)

LAND			
PDL	Would	GREEN = Entirely on PDL	
	development make		

	use of proviously	The whole of this small site is previously
	use of previously developed	The whole of this small site is previously developed land.
	-	developed larid.
A'	land?	ODEEN Newton Development would not
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	RED = Site lies near source of air pollution,
	Odour, light noise	or development could impact on air quality,
	and vibration	significant adverse impacts
	problems if the site	oigimioant advoice impacte
	is developed, as a	Will create significant negative impacts to,
	receptor or	or as a result of, the development,
	generator	incapable of adequate mitigation. The site is
	(including	immediately adjacent to and runs parallel to
	compatibility with	CGB. Due to the close proximity to the CGB
	neighbouring	and the physical constraints of the site
	uses)?	dimensions 305m long and 16m wide, noise
		and vibration impacts are paramount
Camtamainatian	la 46 a na maga:lala	considerations.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		Otto to outline out to the
		Site is adjacent to the guided busway (old
		railway) & previous military land and was
		commercial use. Potential for minor benefits
		through remediation of minor contamination
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	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. No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
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 Development would create minor opportunities for new Green Infrastructure as it is possible to link to bridleway along the Guided Busway.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - This pattern of development would be totally alien and out of keeping with the existing

Townson	Will it posints in and		linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside between the development and the village, and a soft, integrated edge treatment.
Townscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?		Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - This site is unsuitable for backland development given the historically sensitive nature of the area. This pattern of development would be totally alien and out of keeping with the existing linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside
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		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
	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - site forms an important part of the setting of the Grade II Listed Westwick Hall and Westwick Hall Farmhouse, Westwick Conservation Area, and the historic core of the village. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process. Neutral impact (existing features retained, or appropriate mitigation possible).
CLIMATE CHA		1	
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk
			The whole site is within Flood Zones 2 and 3, drainage issues capable of being

		appropriately addressed
HUMAN HEALT	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space as the promoter includes allotments or recreation ground as part of the development
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km 0.8km ACF from centre of the site to Oakington Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	AMBER = 400 - 800m 776m ACF from centre of the site to Oakington Recreation Ground.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?	R =>800m Centre point of site beyond 1,000m of nearest existing centre - Oakington. Note - site would not generate it's own centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	R = >800m 2,219m ACF from centre of site to Longstanton Branch Surgery.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)	AMBER = No impact on facilities (or satisfactory mitigation proposed). No facilities lost, and no new facilities proposed directly as a result of the development. Promoter proposes community uses, but this is a small site and close to Northstowe.
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation

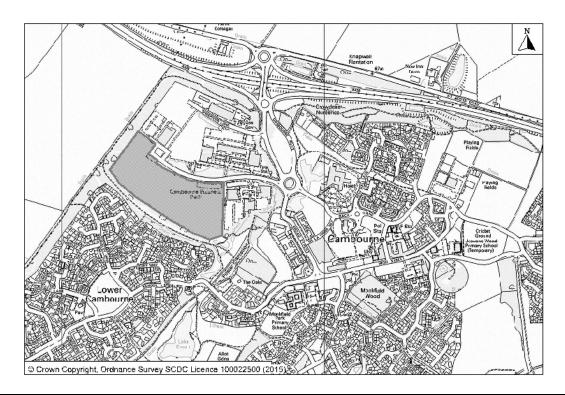
		n a a dial a
	community activities?	possible
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	·
	communities?	Poorly related to Northstowe (separated by
		Guided Busway) or Westwick.
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact on other centres.
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	AMBER = 1-3KIII
7 toooonsmity	employment	2.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
		Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	<u> </u>
	employment land,	There will be a loss of some employment
	or deliver new	(B8 uses), but the promoter proposes new
I Itilition	employment land?	A2 & B1 employment uses.
Utilities	Will it improve the level of investment	GREEN = Existing infrastructure likely to be sufficient
	in key community	Sumolent
	services and	There is insufficient spare mains water
	infrastructure,	capacity within the distribution zone to
	including	supply the number of proposed properties
	communications	which could arise if all the SHLAA sites
	infrastructure and	within the zone were to be developed. The
	broadband?	WWTW is operating close to capacity and
		the sewerage network is at capacity and

		both will require mitigation.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	constraints can be appropriately mitigated
	capacity:	Incufficient chare school canacity but
		Insufficient spare school capacity but
D: (11 6 : 41	potential for improvement to meet needs.
Distance:	How far is the	R = >800m
Primary	nearest primary	
School	school?	908m ACF from centre of site to Oakington
		Primary School.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	3.6km ACF from centre of site to Impington
		Village College.
TRANSPORT		
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
2,5.5	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
	the site:	Assumed connections to existing cycleway
HODT	lo thoro Uiah	along the busway.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 20
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		(3)
station		206m ACF from the centre of the site to the
Station		nearest guided busway stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		OO = 10 minute frequency of better (0)
		Guidad Rusway 10 Minuta Santias
Transport		Guided Busway - 10 Minute Service.
Public		G = 21 to 30 minutes (4)
transport		Outled Durance COME (C. C. L.)
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		_ , , ,
		Guided Busway - 10 Minutes to St. Ives.
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		11.91km ACF from the centre of the site to
		St. Ives Market.
		7.49km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
210101100.	1 . 1017 101 10 1110 0110	1. 2000111

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

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

Мар:



Site description: The site is located within the Cambourne Business Park, and adjoins business uses to the north and east. The site adjoins Lower Cambourne to the south and open countryside to the west. The southern and western boundaries of the site are bordered by trees and footpaths / bridleways that form part of the landscaping buffer of the Cambourne development. The site is vacant grassed land.

Current use(s): The site consists of vacant grassed land.

Proposed use(s): New housing (approximately 230 dwellings) and employment.

Site size (ha): South Cambridgeshire: 7.33 ha

Potential residential capacity: 165 dwellings (30 dph)

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most	AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small

versatile		aita but all Crade C
	.do	site but all Grade 2.
agricultural lar		ODEEN. Cita is not within an allocated on
Minerals Will it avoid the	е	GREEN = Site is not within an allocated or
sterilisation of		safeguarded area.
economic min	erai	
reserves?		
POLLUTION		LODEEN MILL I I I
Air Quality Would the	6.41	GREEN = Minimal, no impact, reduced
development of		impact.
sites result in a	an	Barratan na anti-militaria ta imma at an ain
adverse	•	Development unlikely to impact on air
impact/worser	ning	quality. Site lies in an area where air quality
of air quality?		acceptable.
AQMA Is the site with		GREEN = >1,000m of an AQMA, M11, or
near to an AQ		A14
the M11 or the		
A14?	di l	ODEEN N
Pollution Are there pote		GREEN = No adverse effects or capable of
Odour, light no	oise	full mitigation
and vibration	aita	Davidana anti-amenitika with a siakh avaisa
problems if the		Development compatible with neighbouring
is developed,	as a	uses. Need to ensure that the commercial
receptor or		and residential uses are compatible; this
generator		should be possible through mitigation but
(including	iith	may require restrictive operational controls.
compatibility w	/ith	
neighbouring uses)?		
Contamination Is there possible	No.	GREEN = Site not within or adjacent to an
contamination		area with a history of contamination
the site?	OII	area with a history of contamination
Water Will it protect a	and	GREEN = No impact / Capable of full
where possible		mitigation
enhance the q		Imagadon
of the water	dailty	Development unlikely to affect water quality.
environment?		Assumptions for a neutral impact are that
GHVII GHIMGHE.		appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY		
Designated Will it conserve	e	GREEN = Does not contain, is not adjacent
Sites protected spec		to designated for nature conservation or
and protect sit		recognised as containing protected species,
designated for		or local area will be developed as
nature		greenspace. No or negligible impacts.
conservation		
interest, and		
geodiversity?		
(Including		
International a	nd	
locally designation		
sites)		
Biodiversity Would		AMBER = Development would have a

	dovolonment		nogative impact as eviating factures as
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		3 377 37 33
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		improvemente)
	character?		Neutral impact (generally compatible, or
	31.01.001.1		capable of being made compatible with local
			landscape character). Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be
			achieved through the development process.
Townscand	Will it maintain and		GREEN = No impact (generally compatible,
Townscape	enhance the		
			or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		Manufuel improved (manufuelli and CO)
	character, including		Neutral impact (generally compatible, or
	through		capable of being made compatible with local
	appropriate design		townscape character). Assumptions for a
	and scale of		neutral impact include that appropriate
Í	development?		design and mitigation measures would be
	'		
Green Belt	What effect would		achieved through the development process. GREEN = No impact or Minor positive

	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	
	monuments)?	
CLIMATE CHA	_	
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk.
		Flood Zono 1 and no drainage issues that
		Flood Zone 1 and no drainage issues that
	⊥ ΓH AND WELL BEING	cannot be appropriately addressed
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Open Space	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided orisite
	space?	Neutral impact (existing features retained or
	зрасс:	appropriate mitigation). Assumption is
		standard requirements for open space
		would apply.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	ONLEW - CIVILI OF OURSIDE PROVISION
Facilities	sports facilities?	0.5km ACF from centre of the site to Lower
า ผิงแน้เรื่อ	aporta iacilitica:	Cambourne Green.
Distance: Play	How far is the	AMBER = 400 -800m
Facilities	nearest play space	AMDEN - 400 -000III
i aciiilies	for children and	554m ACF from centre of the site to Lower
	teenagers?	Cambourne Green.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	ANIDEN - NO IIIIPAUL
ITAVEIIGI	accommodation	No effect on pitch or plot provision.
	needs of Gypsies	ווט פוופטנ טוז אונטוז טו אוטג אוטעואטוו.
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
	from the nearest	A = 400 - 000111
	TOTAL THE HEATEST	
District or		625m ACE to Combourns Lieb Ctroot
Local Centre	District or Local centre?	 635m ACF to Cambourne, High Street

Distant Oil	11	D 000
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	N - 2000III
Service	centre or GP	585m ACF from centre of site to Monkfield
	service?	Medical Centre, Cambourne.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
1 dominoo	of key local	candidatery maganeri proposody.
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	'
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
ECONOMY	communities?	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribridge)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Maniple Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
	employment	3.3km ACF from centre of site to South

	t0	Completely achine 2004 (Completely
	centre?	Cambridgeshire 008A (Cambourne Business Park)
Employment -	Would	A = Some loss of employment land and job
Land	development result	opportunities mitigated by alternative
	in the loss of	allocation in the area (< 50%).
	employment land,	
	or deliver new	Development would have a minor negative
	employment land?	effect on employment opportunities, as a
		result of the loss of existing employment
		land.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	-
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The mains water and sewerage systems will
	infrastructure and	need reinforcement to increase capacity.
	broadband?	• ,
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places.
. ,	capacity?	·
		Insufficient spare school capacity but
		potential for improvement to meet needs.
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	
School	school?	637m ACF from centre of site to Monkfield
		Park Primary School, Cambourne.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	,
		0.5km ACF from centre of site to
		Cambourne Village College.
TRANSPORT	1	
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
•	routes are	less than 1.5m width with medium volume of
	accessible near to	traffic. Having to cross a busy junction with
	the site?	high cycle accident rate to access local
		facilities/school. Poor quality off road path.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total Score of 17
(/	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		` '
	i contraction of the contraction	•

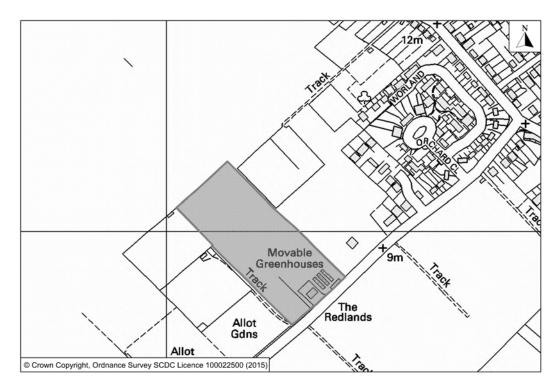
station		174m to nearest bus stop ACF (Cambourne
		Business Park)
Frequency of		G = 20 minute frequency (4)
Public		
Transport		20 minute service (Citi 4)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		27 Minutes (Cambourne Business Park to
City Centre		Cambridge, Emmanuel Street)
Distance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

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC003	

Consultation Reference numbers:23 (I&O 2012)

Site name/address: The Redlands, Oakington Road, Cottenham

Map:



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

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

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

Proposed use(s): Residential development

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

Site size (ha): South Cambridgeshire: 2.87 ha

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

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

	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	AWDEN = WILLOW 1033 OF GRACE FAIR 2 IANG
Lanu	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - small
	versatile	site but all Grade 1.
	agricultural land?	OBEEN ON A MILE III A I
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	1	
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	ado quato ilinganon
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some minor to moderate additional
	receptor or	road traffic noise generation impact on
	generator	existing residential due to development
	(including	related car movements but dependent on
	compatibility with	location of site entrance.
	neighbouring	location of site critianes.
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
Contamination	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	life Site!	proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		benefits subject to appropriate mitigation)
		A small part of the cite was formarly used
		A small part of the site was formerly used
		for market gardening and may have
		contaminated land. Potential for minor
		benefits through remediation of minor
\\/	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
	<u> </u>	Sustainable Drainage Systems (Suds).
BIODIVERSITY		

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

			achieved through the development process.
Townscape	Will it maintain and		AMBER = negative impact on townscape
Townscape	enhance the		character, incapable of mitigation.
	diversity and		character, incapable of miligation.
	distinctiveness of		Minor Negative Impact (development
			Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		incompatible with linear street pattern
	appropriate design		characteristic of approach roads into
	and scale of		Cottenham.
	development?		
Green Belt	What effect would		GREEN = No impact or Minor positive
	the development of		impact on Green Belt purposes
	this site have on		
	Green Belt		
	purposes?		
Heritage	Will it protect or		GREEN = Site does not contain or adjoin
5-	enhance sites,		such buildings, sites or features, and there
	features or areas of		is no impact to the setting
	historical,		
	archaeological, or		Neutral impact (existing features retained,
	cultural interest		or appropriate mitigation possible).
	(including		Archaeological potential will require further
	conservation		information but the assumption for a neutral
	areas, listed		impact is that it is likely appropriate
	buildings,		mitigation can be achieved through the
	registered parks		development process.
	and gardens and		
	scheduled		
	monuments)?		
CLIMATE CHA			
Renewables	Will it support the		AMBER = Standard requirements for
	use of renewable		renewables would apply
	energy resources?		
Flood Risk	Is site within at		GREEN = Flood Zone 1 / low risk
	flood risk?		
			Flood Zone 1 and no drainage issues that
			cannot be appropriately addressed.
HUMAN HEAL	TH AND WELL BEING	,	, , , , , , , , , , , , , ,
Open Space	Will it increase the		GREEN = Assumes minimum on-site
орон орасо	quantity and quality		provision to adopted plan standards is
	1		provided onsite
	of publically		
	of publically		
	accessible open		
Dietano:	accessible open space?		•
Distance:	accessible open space? How far is the		GREEN = <1km or onsite provision
Outdoor Sport	accessible open space? How far is the nearest outdoor		GREEN = <1km or onsite provision
	accessible open space? How far is the		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to
Outdoor Sport Facilities	accessible open space? How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Cottenham Recreation Ground.
Outdoor Sport Facilities Distance: Play	accessible open space? How far is the nearest outdoor sports facilities? How far is the		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to
Outdoor Sport Facilities	accessible open space? How far is the nearest outdoor sports facilities? How far is the nearest play space		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Cottenham Recreation Ground. AMBER =400 -800m
Outdoor Sport Facilities Distance: Play	accessible open space? How far is the nearest outdoor sports facilities? How far is the		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Cottenham Recreation Ground.
Outdoor Sport Facilities Distance: Play	accessible open space? How far is the nearest outdoor sports facilities? How far is the nearest play space		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Cottenham Recreation Ground. AMBER =400 -800m
Outdoor Sport Facilities Distance: Play	accessible open space? How far is the nearest outdoor sports facilities? How far is the nearest play space for children and		GREEN = <1km or onsite provision 0.7km ACF from centre of the site to Cottenham Recreation Ground. AMBER =400 -800m 763m ACF from centre of the site to

		1
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	-
Distance:	How far is the site	R =>800m
District or	from the nearest	4.407 ()
Local Centre	District or Local	1,107m from the centre of the site to a point
	centre?	along the High Street / B1049. Services and
		facilities run a long way along Cottenham
Diotonoo, City	How far is the site	High Street.
Distance: City Centre		R =>800m
Centre	from edge of	
	defined Cambridge City Centre?	
	City Certife?	
Distance: GP	How far is the	R =>800m
Service	nearest health	
	centre or GP	1,188m ACF from centre of site to the
	service?	Cottenham Surgery.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
1.4		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	The site does not adjain the village
	with existing communities?	The site does not adjoin the village development framework, however it adjoins
	Communities!	another site that does and therefore
		assessment of this site is conditional on the
		adjoining site being found to have potential.
ECONOMY	1	adjoining site being round to have potential.
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	,
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	

		primary school. Development of this scale
		there is no capacity to further extend the
		UPDATE: The SHLAA update records that
	capacity?	mitigated.
Capacity	education	constraints cannot be appropriately
Education	Is there sufficient	RED = School capacity not sufficient,
		require investigation and possibly mitigation.
		were to be developed. The sewerage network is approaching capacity and will
	broadband?	arise if all the SHLAA sites within the zone
	infrastructure and	number of proposed properties which could
	communications	within the distribution zone to supply the
	including	insufficient spare mains water capacity
	infrastructure,	utilities infrastructure. However, there is
	services and	Development can use existing capacity in
	level of investment in key community	sufficient
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
Liere	employment land?	ODEEN E LE L
	or deliver new	
	employment land,	
Lanu	in the loss of	то от етироутнети астегоритети
Employment - Land	Would development result	G = No loss of employment land / allocation is for employment development
Employment	Would	Vision Park)
	centre?	Cambridgeshire 006D (Histon, including
····· ,	employment	4.1km ACF from centre of site to South
Accessibility	nearest main	NED - ZOMII
Employment -	How far is the	RED = >3km
	town, district and local centres?	which include retail, offices, or leisure uses.
	of Cambridge,	indicator is likely to apply particularly to sites
	vitality and viability	vitality or viability of existing centres. The
	supporting the	Development would have no effect on
	hierarchy,	Thanky and that my or showing sortion
Chopping	shopping	vitality and viability of existing centres
Shopping	Will it protect the	GREEN = No effect or would support the
	deprived wards of Cambridge?	
	development in	

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. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	GREEN = Score 15-19 from 4 criteria below Total score of 15.
Distance: bus stop / rail station		G = Within 600m (4) 474m ACF from the centre of the site to the nearest bus stop.)
Frequency of Public Transport		G = 20 minute frequency (4)
Public transport journey time to City Centre		A = 31 to 40 minutes (3) 37 Minutes from Cottenham to Cambridge
Distance for cycling to City Centre		G = 5km to 10km (4) 8.55km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m 6,227m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might

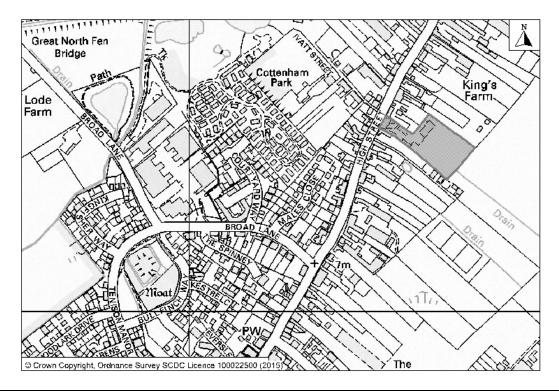
		reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	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

Site Information		
Development Sequence	Rural Centre	
Site reference number(s): SC021		
Consultation Deference numbers, 24 (ISO 2042)		

Consultation Reference numbers: 21 (I&O 2012)

Site name/address: Land to the rear of 69 High Street, Cottenham

Map:



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

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

Proposed use(s): 20 Dwellings

Site size (ha): South Cambridgeshire: 0.76 ha

Potential residential capacity: 21 dwellings at 30 dph

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

1 1	Laterrate 2.2 2	-#
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	1	
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise	full mitigation
	and vibration	
	problems if the site	Development would remove various
	is developed, as a	industrial / commercial type uses that
	receptor or	creates nuisance, resulting in minor benefits
	generator	in the local noise climate.
	(including	
	compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A small part of the site was formerly used as
		a yard and may have contaminated land.
		Potential for minor benefits through
		remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	-
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY		· (=/
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as
		220a. a. 0a 80 a01010p0a a0

	noturo		groonanaa Na ar nagligible impaste
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		domoved imough the development process.
	Plan targets, and		
	maintain		
	connectivity		
	,		
	between green		
TDO	infrastructure?)		ODEEN O'to de se de la conte la constituir
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		, , , , , , , , , , , , , , , , , , , ,
	distinctiveness of		Minor Negative Impact (Development
	townscape		conflicts with landscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		loss of significant green backdrop.
	appropriate design		1000 or digitilloant grooti backarop.
	and scale of		
Townsoons	development? Will it maintain and		DED - Significant pagetive impact on
Townscape			RED = Significant negative impact on
	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
·	distinctiveness of		į

	1 .	
	townscape character?	Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - backland development contrary to single depth development on this part of village, harming the historic linear settlement pattern, and would result in the loss of significant green backdrop.
Green Belt	What effect would the development of this site have on Green Belt purposes?	GREEN = No impact or Minor positive impact on Green Belt purposes
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including	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 Minor Negative Impact on historic Assets
	conservation areas, listed buildings, registered parks and gardens and scheduled	(incapable of satisfactory mitigation) - site is within the Conservation Area and close to several Grade II Listed Buildings along High Street. Loss of green backdrop will have a significant impact on their setting.
	monuments)?	UPDATE: Score changed from Amber to red as the SHLAA assessment records that it will not be possible to mitigate impacts on the historic environment.
CLIMATE CHAI	NGE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site within at flood risk?	GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
Distance:	How far is the	AMBER = 1-3km
Outdoor Sport Facilities	nearest outdoor sports facilities?	1.2km ACF from centre of the site to Cottenham Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	RED =>800m 1,113m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy & Traveller	Will it provide for the	AMBER = No Impact

	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Diotopos	Showpeople? How far is the site	A _400 _800m
Distance: District or	from the nearest	A =400 - 800m
Local Centre	District or Local	738m from the centre of the site to a point
Local Cellile	centre?	along the High Street / B1049. Services and
	oondo:	facilities run a long way along Cottenham
		High Street.
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A =400 - 800m
Service	nearest health	CAOm ACE from posture of all a to the
	centre or GP	613m ACF from centre of site to the
Kov Loog!	service?	Cottenham Surgery.
Key Local Facilities	Will it improve	AMBER = No impact on facilities (or
racillues	quality and range of key local	satisfactory mitigation proposed).
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	Nie feellikke leet en dee neet († 190
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
Integration	How well would the	development. GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	Significantly.
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in deprived wards of	
	Cambridge?	
<u>l</u>	Loanibiluge:	

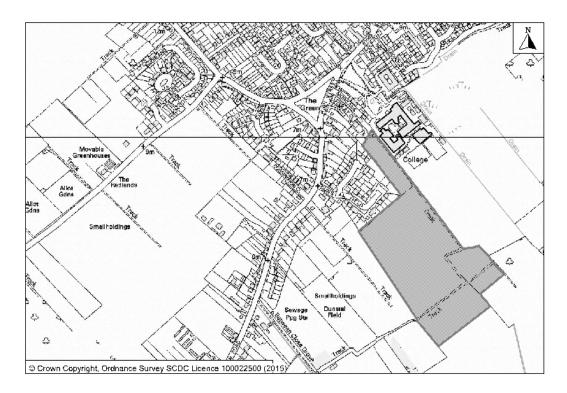
Shopping	Will it protect the shopping	GREEN = No effect or would support the vitality and viability of existing centres
	hierarchy,	Thainly and viability of existing control
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
	employment	5.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
Constant on t	Mould	Vision Park)
Employment -	Would	A = Some loss of employment land and job
Land	development result in the loss of	opportunities mitigated by alternative
	employment land,	allocation in the area (< 50%).
	or deliver new	Assumption that the yard is in use for
	employment land?	business use, which would mean that
	Chiployment land:	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	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	
	services and	Development can use existing capacity in
	infrastructure,	utilities infrastructure. However, there is
	including	insufficient spare mains water capacity
	communications	within the distribution zone to supply the
	infrastructure and	number of proposed properties which could
	broadband?	arise if all the SHLAA sites within the zone
		were to be developed. The sewerage
		network is approaching capacity and will
Education	Is there sufficient	require investigation and possibly mitigation. RED = School capacity not sufficient,
Capacity	education	constraints cannot be appropriately
Capacity	capacity?	mitigated.
	Supusity.	
		UPDATE: The SHLAA update records that
		there is no capacity to further extend the
		primary school. Development of this scale
		would not be sufficient to deliver a new
		primary school.
		(Score changed from Green to Red.)
Distance:	How far is the	R =>800m
Primary	nearest primary	
School	school?	1,058m ACF from centre of site to
D: 1	111 () (Cottenham Primary School.
Distance:	How far is the	A =1 to 3 km
Secondary	nearest secondary	1.2km ACE from control of oits to Cotton have
School	school?	1.3km ACF from centre of site to Cottenham Village College.
TRANSPORT		vinage Conege.
INANOPURI		

routes are accessible near to the site? Items of the site of the site to the nearest bus stop (xii). Items of the site to the nearest bus stop (Cit ii). Items of the site to the site to the nearest bus stop (Cit ii). Items of the site ii sating the site ii sating of the site ii sating of the site ii sating of	Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
the site? high cycle accident rate to access local facilities/school. Poor quality off road path.			
facilities/school. Poor quality off road path. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. AMBER = service meets requirements of high quality public transport all instances. Soring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distance: bus stop / rail station A = Within 800m (3) Soring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality public transport and quality public transport all instances to an access to acce		accessible near to	traffic. Having to cross a busy junction with
facilities/school. Poor quality off road path. The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. AMBER = service meets requirements of high quality public transport all instances. Soring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distance: bus stop / rail station A = Within 800m (3) Soring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality of public transport Soring mechanism has been developed to consider access to and quality public transport and quality public transport all instances to an access to acce		the site?	high cycle accident rate to access local
Histon Road towards Cambridge, This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport (at edge of site)? Sustainable Scoring Mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distancer of Public Transport Public Transport Public Transport Public Transport Public Transport Distancer of Public Transport Distancer of Public Transport Distancer of Public Transport Public Transport Distancer of Public Transport Public Transport Public Transport Distancer of Public Transport Public Transport Public Transport Public Transport Public Transport Distancer of Transport Public Transport			
comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Scoring Mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distanceror of Public Transport Frequency of Public Transport Public Transport Frequency of Public Transport Distanceror of City Centre Distance for cycling to City Centre Distance: How far is the site Railway from an existing or Publicance: Railway from an existing or Publicance Railway from the cantro to experience Railway from the cantro to experience Rail			The only cycle route in Cottenham is along
provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport (at edge of site)? Scoring (SCDC) Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distance of Public Transport Frequency of Public Transport Public Transport Public Transport Distance: Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: How far is the site Railway Distance: How far is the site Railway Distance: How far is the site Railway Frequency of Public Cambridge Market. R = >800m			_
trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Scoring Mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distances of Public Transport Frequency of Public Transport Public Transport Public Transport Public Transport Distance for cycling to City Centre Distance for cycling to City Centre Distance: How far is the site to Cambridge. Distance: How far is the site form an existing or site of the site to the cambridge Market. Railway Transport Is there High Quality public transport in most but not all instances on high quality public transport in most but not all instances of high quality public transport, all instances of high quality public transport, all instances of high quality public transport, all instances of the site to the nearest bus stop (Citi 8). A = Within 800m (3) A = Within 800m (3) Sam ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. R = >800m			
Provision or contribution from this site would result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Scoring Scoring Scoring MBER = service meets requirements of high quality public transport in most but not all instances of site)? Scoring MBER = Score 10-14 from 4 criteria below mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distance: bus stop / rail station Frequency of Public Transport Frequency of Public Transport Distance: Citi 8 - 20 Minute Service. Public Transport Distance for City Centre Distance for Cycling to City Centre Distance: How far is the site state Railway from an existing or service in the site of the site to Cambridge Market. R = >800m			' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '
result in only minor improvement to cycling facilities. HQPT Is there High Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Sustainable Transport Score (SCDC) Distance: bus stop / rail station Distancer of Public Transport Public Transport Public Transport Transport Total score of 14. AMBER = Score 10-14 from 4 criteria below Total score of 14. Total score of 14. A = Within 800m (3) Somman ACF from the centre of the site to the nearest bus stop (X8). Gayman ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Transport A = 31 to 40 minutes (3) XB - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Busiance: How far is the site from an existing or the site is to the sale in the site to the cambridge Market. R = >800m			· · · · · · · · · · · · · · · · · · ·
Station State High Quality Public Transport (at edge of site)? AMBER = service meets requirements of high quality public transport in most but not all instances of site)? AMBER = Score 10-14 from 4 criteria below mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. A = Within 800m (3)			
Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Distance: bus stop / rail station Frequency of Public Transport Public Transport Frequency of Public Transport Distance: City Centre Distance for cycling to City Centre Distance: Bailway Distance: How far is the site to Cambridge. Distance: How far is the site to Cambridge Market. Distance: AMBER = Score 10-14 from 4 criteria below Total score of 14. A = Within 800m (3) Bam ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) XB - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) XB - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance: City Centre Distance: How far is the site from an existing or from an existing or form an existing or fine and far			· · · · · · · · · · · · · · · · · · ·
Quality Public Transport (at edge of site)? Sustainable Transport Score (SCDC) Distance: bus stop / rail station Distance of Public Transport Prequency of Public Transport Public Transport Distance: City Centre Distance for cycling to City Centre Distance: Railway Distance: How far is the site road. Amber = Score 10-14 from 4 criteria below Total score of 14. A = Within 800m (3) Bam ACF from the centre of the site to the nearest bus stop (X8). Bam ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Railway R = >800m	HQPT	Is there High	
Sustainable Scoring 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. Distance: bus stop / rail station Distance of requency of Public Transport Transport Public transport Distance to City Centre Distance for cycling to City Centre Distance: Distance: How far is the site for man existing or AMBER = Score 10-14 from 4 criteria below Total score of 14. A = Within 800m (3) Bar ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Cambridge Market. Distance: Railway R = >800m		Quality Public	high quality public transport in most but not
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. Distance: bus stop / rail station Distance of Public Transport Frequency of Public Transport Public Transport Distance transport Distance of transport Distance for cycling to City Centre Distance: Distance: Distance: Railway A = Within 800m (3) Bam ACF from the centre of the site to the nearest bus stop (X8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from Cottenham to Cambridge. Citi 8 - 38 Minutes from			all instances
Transport Score (SCDC) mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station Distance access to and quality of public transport, and cycling. Scores determined by the four criteria below. A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: How far is the site Railway How far is the site From an existing or			AUDED O 10111
Score (SCDC) been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Citi 8 - 20 Minute Service. Public transport X8 - 18 - 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: How far is the site Railway How far is the site from an existing or		•	AMBER = Score 10-14 from 4 criteria below
consider access to and quality of public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Transport Citi 8 - 20 Minute Service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. City Centre Distance for cycling to City Centre Distance: How far is the site Railway from an existing or	<u> </u>		Total score of 14.
public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Citi 8 - 20 Minute Service. Citi 8 - 20 Minute Service. Citi 8 - 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Distance: How far is the site Railway From an existing or		•	
public transport, and cycling. Scores determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Citi 8 - 20 Minute Service. Citi 8 - 20 Minute Service. Citi 8 - 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Distance: How far is the site Railway From an existing or		and quality of	
determined by the four criteria below. Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport X8 - less than hourly service. Citi 8 - 20 Minute Service. Public transport journey time to City Centre Citi 8 - 37 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: How far is the site Railway How far is the site from an existing or		public transport,	
Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Citi 8 - 20 Minute Service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Busham ACF from the centre of the site to Cambridge Market. R = >800m		and cycling. Scores	
Distance: bus stop / rail station A = Within 800m (3) 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport Citi 8 - 20 Minute Service. Public transport			
station 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport 78 - 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. Citi 8 - 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: But the site to the nearest bus stop (X8). 692m ACF from the centre of the site to Cambridge Market. R = >800m		four criteria below.	
station 88m ACF from the centre of the site to the nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport X8 - less than hourly service. Citi 8 - 20 Minute Service. Public transport			A = Within 800m (3)
nearest bus stop (X8). 692m ACF from the centre of the site to the nearest bus stop (Citi 8). Frequency of Public Transport X8 - less than hourly service. Citi 8 - 20 Minute Service. Public transport X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre G = 5km to 10km (4) Distance: How far is the site from an existing or	I		
Frequency of Public Transport Public Transport Public Transport A = 31 to 40 minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Railway Beginn ACF from the centre of the site to the nearest bus stop (Citi 8). G = 20 minute frequency (4) X8 - less than hourly service. Citi 8 - 20 Minute Service. Citi 8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m	station		
requency of Public Transport Tra			nearest bus stop (X8).
requency of Public Transport Tra			692m ACF from the centre of the site to the
Frequency of Public Transport			
Transport X8 - less than hourly service. Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Building to City Centre A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. Distance: R = >800m	•		
Citi 8 - 20 Minute Service. Public transport journey time to City Centre Distance for cycling to City Centre Distance: Railway Citi 8 - 20 Minute Service. A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			V9 loce than hourly convice
Public transport journey time to City Centre Distance for cycling to City Centre Distance: Railway A = 31 to 40 minutes (3) X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m	Παπορυπ		AO - less than hourly service.
transport journey time to City Centre			
journey time to City Centre X8 - 34 Minutes from Cottenham to Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Railway X8 - 34 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			A = 31 to 40 minutes (3)
City Centre Cambridge. Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Distance: Railway Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			X8 - 34 Minutes from Cottenham to
Citi 8 - 37 Minutes from Cottenham to Cambridge. Distance for cycling to City Centre Distance: Railway Citi 8 - 37 Minutes from Cottenham to Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			
Distance for cycling to City Centre Distance: How far is the site Railway Cambridge. G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			, and the second
Distance for cycling to City Centre 9.83km ACF from the centre of the site to Cambridge Market. Distance: Railway G = 5km to 10km (4) 9.83km ACF from the centre of the site to Cambridge Market. R = >800m			
cycling to City Centre 9.83km ACF from the centre of the site to Cambridge Market. Distance: Railway R = >800m	D:		
Centre 9.83km ACF from the centre of the site to Cambridge Market. Distance: How far is the site Railway from an existing or			G = 5km to 10km (4)
Distance: How far is the site Railway from an existing or			0.92km ACE from the centre of the cite to
Distance: How far is the site Railway R = >800m	Centre		
Railway from an existing or	Distance:	How far is the site	
			N = 2000III
	Station	proposed train	5,707m ACF from centre of the site to

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

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

Мар:



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

Current use(s): Agricultural

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

Site size (ha): South Cambridgeshire: 10.00 ha

Potential residential capacity: 225 dwellings (30 dph)

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile	AMBER = Minor loss of grade 1 and 2 land Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small site but all Grade 1.

	agricultural land?	
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.
POLLUTION		
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?	GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?	GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. The northern part of the site will be immediately adjacent to Cottenham Village College & Sports Grounds and such short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses but noise not quantified and could be mitigated off site if it is an issue by \$106 but requires full cooperation of College.
Contamination	Is there possible contamination on the site?	GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?	GREEN = No impact / Capable of full mitigation Assumptions for a neutral impact are that appropriate standards and pollution control measures will 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

	1 -		T
	interest, and		No impact on protected sites and species
	geodiversity?		(or impacts could be mitigated). Beach Ditch
	(Including International and		and Engine Drain County Wildlife Site lies
	locally designated		approximately 400m to the south.
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		
	Plan targets, and maintain		
	connectivity		
	between green		
	infrastructure?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
0	(TPO)?		ANDED No in Total and an article
Green	Will it improve access to wildlife		AMBER = No significant opportunities or
Infrastructure	and green spaces,		loss of existing green infrastructure capable of appropriate mitigation
	through delivery of		or appropriate mitigation
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
	TOWNSCAPE AND C	ULTURAL HI	development process. ERITAGE
LANDSCAPE, 1	Will it maintain and	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape
	Will it maintain and enhance the	ULTURAL HI	development process. ERITAGE
	Will it maintain and enhance the diversity and	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation.
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) -
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process. ERITAGE AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and adversely impact on the openness of the
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	AMBER = negative impact on landscape character, incapable of mitigation. Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - The site is within the Green Belt, adjoining a housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and

	T .	
	enhance the diversity and	townscape character, no satisfactory mitigation measures possible.
	distinctiveness of	
	townscape character, including through appropriate design and scale of development?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area and Listed Buildings. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop providing a good significant sense of enclosure. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides, which is poorly related to the built form of the village in a historically sensitive
	100	location.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Green Belt purposes
Heritage	Will it protect or	RED = Site contains, is adjacent to, or
	enhance sites, features or areas of historical, archaeological, or cultural interest	within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation
	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop and Heritage Asset (C19 building) providing a good significant sense of enclosure. There are three Grade II Listed Buildings adjacent to the northern boundary of the site (1, 2 & 3 Elm Barns), and several Grade II Listed Buildings along High Street (331, 333, 337 & 339 High Street) and development would have a major adverse effect on their setting
		have a major adverse effect on their setting due to the loss of significant green rural backdrop. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process.
Renewables		AMBED - Standard requirements for
INCHEWADIES	Will it support the use of renewable	AMBER = Standard requirements for renewables would apply
	energy resources?	Tononabled fround apply
Flood Risk	Is site within at	GREEN = Flood Zone 1 / low risk

	flood risk?	
	nood risk:	Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
	TH AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space as the promoter proposes recreation provision as part of the development.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	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 Cottenham Recreation Ground.
Distance: Play	How far is the	GREEN =<400m
Facilities	nearest play space for children and teenagers?	Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy. 1,217m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	, who is the past
Distance:	How far is the site	R = >800m
District or Local Centre	from the nearest District or Local centre?	964m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?	R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?	R =>800m 846m ACF from centre of site to Firs House Surgery, Cottenham.
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	services and	No facilities lost, and no new facilities

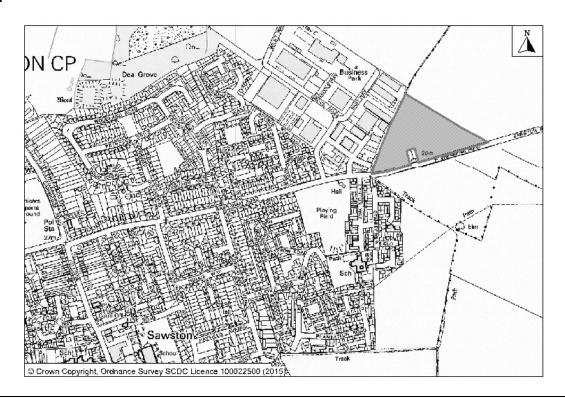
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	With Oxiding communities
Communics	with existing	
	communities?	
ECONOMY	Toominaniaes:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriuge)	and employment	Cambridge according to the Index of
	. ,	<u> </u>
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges? Would allocation	
	result in	
	development in	
	deprived wards of	
Channing	Cambridge?	CDEEN. No offeet or would compose the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	Development would be a second of the second
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	ODEEN 41 11 11 11
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
		0.7km ACF from centre of site to South
		Cambridgeshire 011B (Fulbourn, including
		Capital Park, Tesco & Hospitals)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Development would have no effect on
	or deliver new	employment land or premises.
	employment land?	
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
	level of investment	sufficient

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

	1	ı	
	public transport,		
	and cycling. Scores		
	determined by the		
	four criteria below.		
Distance: bus			G = Within 600m (4)
stop / rail			, ,
station			466m ACF from the centre of the site to the
			nearest bus stop (Citi 8).
Frequency of			G = 20 minute frequency (4)
Public			, ,
Transport			
Public			A = 31 to 40 minutes (3)
transport			(1)
journey time to			37 Minutes from Cottenham to Cambridge.
City Centre			or initiates it only constituting to
Distance for			G = 5km to 10km (4)
cycling to City			
Centre			8.21km ACF from the centre of the site to
Contro			Cambridge Market.
Distance:	How far is the site		R = >800m
Railway	from an existing or		K = >000iii
Station	proposed train		5,192m ACF from centre of the site to
Station	station?		Waterbeach Station.
Access	Will it provide safe		RED = Insufficient capacity / access.
700699	access to the		Negative effects incapable of appropriate
	highway network,		mitigation.
	where there is		The site does not ennear to have a direct
	available capacity?		The site does not appear to have a direct
Nan Oan	MCH 't as also the		link to the adopted public highway.
Non-Car	Will it make the		AMBER = No impacts
Facilities	transport network		
	safer for public		
	transport, walking		
	or cycling facilities?		

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

Мар:



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

Current use(s): Agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 3.64 hectares

Potential residential capacity: 80 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	-
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - Grade
	versatile	2.
	agricultural land?	

Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral reserves?	
POLLUTION	16961469;	
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact.
	sites result in an	
	adverse	Development unlikely to impact on air
	impact/worsening of air quality?	quality. Site lies in an area where air quality acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
D. H. C	A14?	ODEEN N. I. (C.)
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise and vibration	full mitigation
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses.
	receptor or	
	generator	
	(including compatibility with	
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		The site is adjacent to an old railway line
		which may have contaminated land.
		Potential for minor benefits through
		remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality of the water	Development unlikely to affect water quality.
	environment?	The site within Groundwater Source
		Protection Zone 3 which does not rule out
		development but may influence land use or
		require pollution control measures.
		Assumptions for a neutral impact are that appropriate standards and pollution control
		measures will achieved through the
		development process and will mitigate any
		impact on groundwater.
BIODIVERSITY		CDEEN Door not contain in mot adirect
Designated Sites	Will it conserve protected species	GREEN = Does not contain, is not adjacent to designated for nature conservation or
Oiles	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as

	Lactura		groononoo No ar nagligible impasta
	nature		greenspace. No or negligible impacts.
	conservation		No impact on protected sites and species
	interest, and		(or impacts could be mitigated).
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links.
	enhance		
	native species, and		Minor positive impact as there are some
	help deliver habitat		opportunities for enhancement through the
	restoration (helping		provision of hedgerows.
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110	site or immediately		any protected trees
	_		any protected frees
	adjacent protected		
	by a Tree		
	Preservation Order		
Green	(TPO)? Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		· · ·
Illiastructure			loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Neutral impact (generally compatible, or
			capable of being made compatible with local
			landscape character). Loss of land in Green
			Belt would have an adverse impact on
			Green Belt purposes. Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be
			achieved through the development process.
			Development of this site has the potential to
	_		

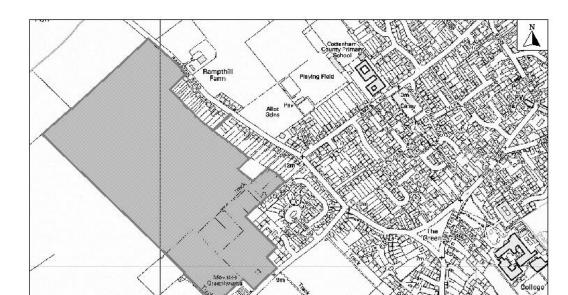
			have a positive impact upon the landscape	
			setting of Sawston provided the design	
			makes a generous provision of land to	
			ensure a soft green edge to the east.	
Townscape	Will it maintain and		GREEN = No impact (generally compatible,	
	enhance the		or capable of being made compatible with	
	diversity and		local townscape character, or provide minor	
	distinctiveness of		improvements)	
	townscape			
	character, including		Neutral impact (generally compatible, or	
	through		capable of being made compatible with local	
	appropriate design		townscape character). Assumptions for a	
	and scale of		neutral impact include that appropriate	
	development?		design and mitigation measures would be	
			achieved through the development process.	
One en Delt	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		Adjoins industrial estate to the west.	
Green Belt	What effect would		AMBER = negative impact on Greenbelt	
	the development of		purposes	
	this site have on			
	Green Belt			
Heritage	purposes? Will it protect or		GREEN = Site does not contain or adjoin	
Tiemage	enhance sites,		such buildings, sites or features, and there	
	features or areas of		is no impact to the setting	
	historical,		Neutral impact (existing features retained,	
	archaeological, or		or appropriate mitigation possible).	
	cultural interest		or appropriate magation possible).	
	(including		Archaeological potential will require further	
	conservation		information but the assumption for a neutral	
	areas, listed		impact is that it is likely appropriate	
	buildings,		mitigation can be achieved through the	
	registered parks		development process.	
	and gardens and		' '	
	scheduled			
	monuments)?			
CLIMATE CHA	NGE			
Renewables	Will it support the		AMBER = Standard requirements for	
	use of renewable		renewables would apply.	
	energy resources?			
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		GREEN = Assumes minimum on-site	
	quantity and quality		provision to adopted plan standards is	
	of publically		provided onsite	
	accessible open		Novitral impropriée	
	space?		Neutral impact (existing features retained or	
D:-1-	11		appropriate mitigation).	
Distance:	How far is the		GREEN = <1km or onsite provision	
Outdoor Sport	nearest outdoor		O Alem ACE from posters of the site to relative	
Facilities	sports facilities?		0.4km ACF from centre of the site to playing	
			field south of Babraham Road and west of	

		Lynton Way, Sawston.
Distance: Play	How far is the	AMBER = 400 -800m
Facilities	nearest play space	ANDER = 400 000m
1 dominos	for children and	411m ACF from centre of the site to land
	teenagers?	east of Saffron Road, Sawston.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	7 WBER = No Impaor
110101101	accommodation	No effect on pitch or plot provision.
	needs of Gypsies	The second of process process and the second of the second
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	Beyond 1,000m from nearest centre ACF
	centre?	(1,175m to Sawston, High Street)
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	1,761m ACF from centre of site to Sawston
	service?	Medical Centre.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
Community	etc?)	CREEN - Development would not load to
Facilities	Will it encourage and enable	GREEN = Development would not lead to the loss of any community facilities or
Facilities		replacement / appropriate mitigation
	engagement in community	possible.
	activities?	possible.
	dollvilles:	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	,
	communities?	Separated from existing residential areas by
		business park
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation particularly in	Multiple Deprivation 2010.

	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Chamain a		ODEEN. No effect or would own out the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	, ,
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	7 WISETY = 1 OMIT
71000001011111	employment	1.9km ACF from centre of site to South
	centre?	
	centre?	Cambridgeshire 017D (Babraham Research
		Campus & Wellcome Trust Genome
	 	Campus)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development.
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	·····g·····
	infrastructure,	Minor Utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	T II ICIUUII IU	
	communications	There is insufficient spare mains water
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to
	communications	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will
Education	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely
	communications infrastructure and broadband?	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient,
Education Capacity	communications infrastructure and broadband? Is there sufficient education	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.
	communications infrastructure and broadband?	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated
	communications infrastructure and broadband? Is there sufficient education	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant
Capacity	communications infrastructure and broadband? Is there sufficient education capacity?	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed.
Capacity Distance:	communications infrastructure and broadband? Is there sufficient education capacity? How far is the	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant
Capacity Distance: Primary	communications infrastructure and broadband? Is there sufficient education capacity? How far is the nearest primary	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m
Capacity Distance:	communications infrastructure and broadband? Is there sufficient education capacity? How far is the	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m 431m ACF from centre of site to Icknield
Capacity Distance: Primary School	communications infrastructure and broadband? Is there sufficient education capacity? How far is the nearest primary school?	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m 431m ACF from centre of site to Icknield Primary School, Sawston.
Distance: Primary School Distance:	communications infrastructure and broadband? Is there sufficient education capacity? How far is the nearest primary school? How far is the	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m 431m ACF from centre of site to Icknield
Distance: Primary School Distance: Secondary	communications infrastructure and broadband? Is there sufficient education capacity? How far is the nearest primary school? How far is the nearest secondary	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m 431m ACF from centre of site to Icknield Primary School, Sawston. A = 1 to 3 km
Distance: Primary School Distance:	communications infrastructure and broadband? Is there sufficient education capacity? How far is the nearest primary school? How far is the	There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement. AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. A = 400 - 800m 431m ACF from centre of site to Icknield Primary School, Sawston.

TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	AMBER = Score 10-14 from 4 criteria below Total Score of 12
Distance: bus stop / rail station		R = Within 1,000m (2) 830m to nearest bus stop ACF (Sawston, Churchfield Avenue)
Frequency of Public Transport		G = 20 minute frequency (4) 20 minute service (Citi 7)
Public transport journey time to City Centre		R = 41 to 50 minutes (2) 41 Minutes (Sawston, Churchfield Avenue to Cambridge, Emmanuel Street)
Distance for cycling to City Centre		G = 5km to 10km (4) 9.56km ACF to Cambridge City Centre
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m 3,084m ACF from centre of the site to Whittlesford Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated. No capacity constraints identified, safe access can be achieved.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information			
Development Sequence	Rural Centre		
Site reference number(s): SC113			
Consultation Reference numbers:			
Site name/address: Land behind Rampton Road / Oakington Road, Cottenham			
Man:			



Site description: The site is located on the south western edge of Cottenham between Rampton Road and Oakington Road. The site lies to the rear of residential properties and comprises part of a very large arable field to the rear of properties fronting onto Rampton Road and smaller pasture fields fronting onto Oakington Road. The site lies within an area of exposed, open countryside to the south and west.

Note: parts of site have also been submitted as separate sites – the eastern corner as site 260, and the southern corner as site 3.

Current use(s): The majority of the site is agricultural use and grassland. However, land to the rear of properties is overgrown.

Proposed use(s): A mixed-use development comprising 400 dwellings with local employment and recreation.

Site size (ha): South Cambridgeshire: 26.61 ha

Potential residential capacity: 175 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	No, although there are a couple of disused
	developed	agricultural buildings on the land fronting
	land?	Oakington Road between Greytiles and The
		Redlands.
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land	development load	grades 1 and 2 land
Laliu	development lead to the loss of the	grades i and z iand
	best and most	Significant loss (20 hectares or more) of
	versatile	best and most versatile agricultural land
	agricultural land?	(Grades 1 and 2) - the whole site is Grades
	agriculturariaria.	1 and 2 (over 26 ha.)
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION		
Air Quality	Would the	GREEN = Minimal, no impact, reduced
	development of the	impact
	sites result in an	
	adverse	
	impact/worsening	
	of air quality?	
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. There is a minor to moderate risk of
	receptor or	noise and malodour from North Fen Farm,
	generator	Rampton, located to the north west of the
	(including	site. However, there is no history of
	compatibility with	complaints from existing residential
	neighbouring	properties along Rampton Road, although
	uses)?	these are located slightly further from the
		farm. Some minor to moderate additional
		road traffic noise generation impact on
		existing residential due to development
		related car movements but dependent on
O a mala made and the	La Alamana in 1971	location of site entrance.
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on the site?	area with a history of contamination
Water	Will it protect and	GREEN = No impact / Capable of full
v v alei	where possible	mitigation
	enhance the quality	Innagation
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
	CHVII OHIHICHE:	measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY	L	(
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	1	
01100	protected species	to designated for nature conservation or
Citoo	and protect sites	recognised as containing protected species,

	noturo		groonangaa Na ar nagligibla impagta
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		domovod amough the development process.
	Plan targets, and		
	maintain		
	connectivity		
	between green		
TDO	infrastructure?)		CDEEN - Cita do se not contain ou adiain
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		AAADED AL 188
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			recreation. It may be possible to provide a
			link to the Cottenham Lode a footpath to the
			west of the site.
LANDSCAPE, T	TOWNSCAPE AND C	ULTURAL H	
Landscape	Will it maintain and		RED = Significant negative impact on
_	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		·
	landscape		The site forms part of the wider setting of
	character?		the western flank of the village, located on a
			ridge and very visible from the surrounding
			countryside. It will be very visible from the
			Cottenham Lode footpath and is visible
			across the Green Belt from Histon Road to
			the south, therefore development will be
			harmful to the character of this part of the
			village.
			villago.
1			

		(UPDATE To reflect SHLAA errata August 2015)
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 site forms part of the wider setting of the western flank of the village, located on a ridge and very visible from the surrounding countryside. It will be very visible from the Cottenham Lode footpath and is visible across the Green Belt from Histon Road to the south, therefore development will be harmful to the character of this part of the village. (UPDATE To reflect SHLAA errata August 2015)
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 CHAI		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site within at flood risk?	GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
	H AND WELL BEING	
Open Space	Will it increase the quantity and quality of publically accessible open space?	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create minor opportunities for new public open space as

		[
		the promoter proposes provision of open
Dietera	11a fa :: !a #b :	space as part of the development.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	0.51 0.05 forms a settle a site to
Facilities	sports facilities?	0.5km ACF from centre of the site to
D' 1	The first of	Cottenham Recreation Ground.
Distance: Play	How far is the	AMBER = 400-800m
Facilities	nearest play space	COOm ACE from control of the city to
	for children and	609m ACF from centre of the site to
C 0	teenagers?	Cottenham Recreation Ground.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies and Travellers and	
	Travelling	
	9	
Distance:	Showpeople? How far is the site	R = >800m
Distance: District or	from the nearest	IX - 2000III
Local Centre	District or Local	1,099m from the centre of the site to a point
Local Certife	centre?	along the High Street / B1049. Services
	CCITIC:	and facilities run a long way along
		Cottenham High Street.
Distance: City	How far is the site	R = >800m
Centre	from edge of	1 - 7 000m
Contro	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	1,130m ACF from centre of site to The
	service?	Cottenham Surgery.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	, , , ,
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
	<u> </u>	development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	
	with existing	
	communities?	
ECONOMY		

Donnication	Doos it address.	AMPED - Not within an adjacent to the 400/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Shopping	•	• •
	shopping	vitality and viability of existing centres
	hierarchy,	Development would be we use offer the
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
	employment	4.4km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
		Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	la ioi ompioyment de ioiopinom
	employment land,	Development would support minor
	or deliver new	additional employment opportunities.
	employment land?	additional employment opportunites.
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
Ounties	level of investment	sufficient
		Sufficient
	in key community	NAC and LICECO A Laborator of the Control of the Co
	services and	Minor Utilities Infrastructure improvements
	infrastructure,	required, but constraints can be addressed.
	including	Electricity is likely to require reinforcement.
	communications	There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	supply the number of proposed properties
		which could arise if all the SHLAA sites
		within the zone were to be developed. Gas
		is likely to require reinforcement. The
		sewerage network is approaching capacity
		and will require investigation and possibly
		mitigation.
Education	Is there sufficient	RED = School capacity not sufficient,
Capacity	education	constraints cannot be appropriately
Japaony	capacity?	mitigated.
	σαρασιτή :	mingateu.
		LIDDATE: The SULAA undete records that
		UPDATE: The SHLAA update records that
		there is no capacity to further extend the
		primary school. Development of this scale
		would not be sufficient to deliver a new

		primary school. (Score changed from Amber to Red.)
Distance:	How far is the	A = 400 - 800m
Primary School	nearest primary school?	683m ACF from centre of site to Cottenham Primary School.
Distance: Secondary School	How far is the nearest secondary school?	A = 1 to 3 km 1.1km ACF from centre of site to Cottenham Village College.
TRANSPORT		
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. This is a large site so provision or contribution from this site could result in significant improvement to cycling facilities.
HQPT	Is there High Quality Public Transport (at edge of site)?	AMBER = service meets requirements of high quality public transport in most but not all instances
Sustainable Transport	Scoring mechanism has	GREEN = Score 15-19 from 4 criteria below
Score (SCDC)	been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score of 15.
Distance: bus stop / rail		G = Within 600m (4)
station		283m ACF from the centre of the site to the nearest bus stop (106 service). 450m ACF from the centre of the site to the
		nearest bus stop (Citi 8).
Frequency of Public		G = 20 minute frequency (4)
Transport		106 service - less than hourly service.
		Citi 8 - 20 Minute Service.

Public		A = 31 to 40 minutes (3)
transport		A = 31 to 40 minutes (3)
journey time to City Centre		43 Minutes from Cottenham to Ely.
		37 Minutes from Cottenham to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City		, ,
Centre		8.85km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	6,456m ACF from centre of the site to
	station?	Waterbeach Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	No consider constraints information of soft
	where there is	No capacity constraints identified, safe
	available capacity?	access can be achieved. Assumption is that a fairly large proportion of trips might
		reasonably be accommodated by the A14,
		but limitations on the county's network could
		result in localised diversionary trips on the
		A14 and M11 and this in turn may limit the
		capacity of these routes to accommodate
		new development. Conversely, these
		settlements are reasonably likely to be able
		to be served by public transport or non-
		motorised modes. It should be possible to
		provide safe road access onto Rampton
		Road and Oakington Road. The County
		Council are concerned about the Rampton
		Road / Oakington Road junction, however
		the developer's illustrative masterplan
		proposes a road through the development
		which could help alleviate capacity at this
Non Cor	Will it make the	junction. GREEN = Significant improvements to
Non-Car Facilities	transport network	public transport, cycling, walking facilities
i aciiilies	safer for public	public transport, cycling, walking raciilles
	transport, walking	The Highway Authority will require new
	or cycling facilities?	development to provide or contribute to the
	2. 3,319 14311001	provision of infrastructure to encourage
		more sustainable transport links both on
		and off site. This is a large site, so provision
		or contribution from this site would result in
		significant improvement to public transport,
		walking or cycling facilities.