

## **Site Assessments of Rejected Green Belt Sites for Broad Location 3**

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location: No. 3 Land West Of Trumpington Road</b>
<b>Site reference number(s):</b> CC924	
<b>Site name/address:</b> Land West of Trumpington Road	
<b>Functional area (taken from SA Scoping Report):</b> South Cambridge	
<b>Map:</b>	
<p>The map displays a plan view of the site area. A large, irregularly shaped area is shaded in grey and labeled 'CCC 924'. This area is situated west of Trumpington Road. To the east of the shaded area, there is a dense residential development. A dashed line indicates the 'District Boundary'. A north arrow is located in the top right corner of the map. At the bottom left, there is a small copyright notice: '(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100018730'.</p>	
<b>Site description:</b>	
<p>Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.</p>	
<b>Current use(s):</b> Agriculture, Golf Course, Football Ground, and Playing Fields	
<b>Proposed use(s):</b> Residential	
<b>Site size (ha):</b> 45.30ha Cambridge only:	
<b>Assumed net developable area:</b> 22.65-33.98 (assuming 50%net or 75% net)	
<b>Assumed residential density:</b> 45dph	
<b>Potential residential capacity:</b> 1019-1529	
<b>Site owner/promoter:</b> Owners known	

<b>Landowner has agreed to promote site for development?:</b> No		
<b>Site origin:</b> SHLAA Site and Green Belt Site Assessment 2012		
<b>Relevant planning history:</b>		
<p>Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for Housing.</p> <p>The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by Landscape Design Associates in response to the Structure Plan concern about this land indicated that it was not suitable for development. The Landscape Design Associates study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that settlements such as Great Shelford to the south are part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location, which in visual terms could be developed without harming publically accessible views. The playing field and golf Course contribute to the quality of the landscape setting.</p>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	<b>R = No</b> <b>G = Yes</b>	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	<b>G = Flood risk zone 1</b>	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of risk).
Is site at risk from surface water flooding?	<b>A = Medium risk</b>	Amber: Fairly significant surface water issue toward the north of the site. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site	See below	Development on this site has potential to have a

have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?		severe negative impact on the Green Belt.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: There would be some affect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: There would be severe negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road and opening views from the river corridor.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There would clear views to the development from Grantchester Meadows and the river corridor which would disrupt views of historic and collegiate core of the City.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality, rural, soft green edge would be severely negatively impacted if the entire development occurred.
Distinctive urban edge	G = Not present	Green: The existing urban edge is rural in nature.
Green corridors penetrating into the City	R = Significant negative impact from loss of land forming part of a green corridor, incapable of mitigation	Red: The site severely impacts on the river green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	G = No impacts or minor impacts capable of mitigation	Green: No impact
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being on the urban edge.
Overall conclusion on	RR = Very high and high	Red, Red: Development on

Green Belt	impacts	the entire proposed area would have a severe negative impact.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: No
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: No
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: No Listed Buildings on site but Latham Road Conservation Area is adjacent to the north and contains a number of locally listed properties whose setting may be affected
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.  The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
Is the site located within the Cambridge Airport Public	A = Site or part of site within the SZ	Amber: Air Safeguarding Area - No erection of

Safety Zone (PSZ) or Safeguarding Zone?		buildings, structures and works exceeding (15m) in height
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Amber:</p> <p>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p> <p>Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact).</p> <p>Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required.</p> <p>Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account.</p> <p>Potential impact on M11 Junctions.</p> <p>No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required.</p> <p>Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities.</p>

		<p>Provision required for Cambridge Orbital Cycle Route.</p> <p>Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using CGB where possible.</p> <p>Potential requirement to enhance Trumpington Park and Ride site to provide greater capacity.</p> <p>A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed.</p> <p>May be a restriction on the number of access points onto Trumpington Road.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber:</p> <p>With regard to the A14 the Department for Transport announced in July that the A14 improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and</p>

		<p>Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p> <p>As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very well related to the City Centre, but could also be attractive for M11 J12. It could result in adverse impacts upon the Strategic Road Network so we would require a robust assessment to confirm this before coming to a definitive view.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>G = No impact</p>	<p>Green: No, its not envisaged the site would provide access to other sites. The land to the west and south are on a prominent slope down to</p>



		the River Cam and not thought suitable for development.
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes	Red: Site is not available or deliverable.
Timeframe for bringing the site forward for development?	R = Beyond 2031 (beyond plan period)	Red: Site is not available or deliverable within the plan period.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Approximately 10% of the site is within 400-800m (as the crow flies) of Grantchester Street, Newnham local centre. An additional 10% is within 400-800m of Trumpington local centre. The remaining 80% of the site is beyond 800m of a local centre. The site has been scored amber as it is large enough to support a new local centre.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Third of site within 800m, remainder beyond 800m from nearest health centre or GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: No
How well would the development on the site integrate with existing	G = Good scope for integration with existing communities / of sufficient	Green: Site should provide good opportunities to link with existing communities,

communities?	scale to create a new community	with good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Site is within the 3km limit from nearest secondary school.
How far is the nearest primary school?	City preference:  G = <400m or non-housing allocations or site large enough to provide new school  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Green: 5% of site within 400m limit; 65 % of site is between 400 and 800m limit; 30% of site beyond 800m limit from nearest primary school.  However, site would be large enough to provide its own facilities
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy.
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	R=Yes	Red: Approximately 40% of the site is designated Protected Open Space and development proposal would need to comply with Local Plan policy 4/2 Protection of Open Space. Site is actively used for sports and recreation. It is very important for environmental reasons Around 9.3ha of the site is of environmental importance. The protected open space provides attractive features in their own right and contribute positively to the

		landscape setting.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No	Red: Any future development would need to satisfactorily incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner.
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: Assuming area of POS is retained, no obvious constraints that prevent the remainder of site providing full on-site provision.
<b>Supporting Economic Growth</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: All but a small portion of the site is within 1km of an employment centre.
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in: Trumpington LSOA 8002: 12.62 and Trumpington LSOA 8004: 14.42
<b>Sustainable Transport</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: Most of site is within 400m of a route which meets some of the qualities of a HQPT service.
How far is the site from an existing or proposed train station?	R = >800m	Red: Site is greater than 800m from either an existing or proposed train station.
What type of cycle routes are accessible near to the site?	G = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road	Green: Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site

	path e.g. cycleway adjacent to guided busway.	thus providing good cycle links to the good off-road facility on Trumpington Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 24
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Trumpington Road, opposite Porson Road
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Within 400m buffer of City HQP (Trumpington Park and Ride Service, 88)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	9 minutes (Porson Road – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.45km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	G = >1000m of an AQMA, M11, or A14	Green:
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red: The development will have a significant adverse impact in air quality due to increased traffic. An air quality assessment is essential.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Site adjacent to major road. Noise assessment and potential mitigation measures required
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects for residential use
Is there possible	G = Site not within or	Green: There are no known

contamination on the site?	adjacent to an area with a history of contamination	former potentially contaminative activities on the site.
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### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green:No

### Protecting the townscape and historic environment (*Landscape addressed by Green Belt criteria*)

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:No
Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Part of the site is in the Southacre Conservation Area, which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt, which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study
Would development impact upon buildings of local interest (Cambridge only)	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Amber: The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: National Grid Reference: 544530 256540. Very significant archaeological area: This area on the east side of the River Cam contains extensive cropmarked sites of Bronze Age, Iron, Age and Roman

		<p>settlements, funerary monuments and field systems, supported by a network of drives. Gravel and residential ground works at the turn of the 20th century revealed Iron Age remains, Roman burials and settlement evidence at Latham Road (Monuments in Cambridge - eg MCBs 11425, 5884, 6093, 6069) and a Saxon cemetery at Dam Hill, near Vicar's Brook. The central area of the site contains similar archaeological cropmarked evidence to that recently investigated at Clay Farm (Gt Kneighton devt): late Bronze Age field systems and settlement enclosures, along with distinctive cropmarked sites of Roman ladder enclosures (eg MCBs 10752, 5892, 17955, 17895). Roman building fabric is recorded at the south end of the allocation area, further attesting to the presence of significant buildings in this area. Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to inform the planning process over potential constraints to development.</p>
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: Approximately 75% of the site (33 hectares) is on Grade 2 land with the remainder on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No for the most part green field
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No

<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
<p>Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)</p>	<p><b>A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation</b></p>	<p>Amber: The majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it is likely to still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares.</p> <p>The existing Green Belt designation offers protection of this green corridor heading into the City that includes many sites designated for Nature Conservation including the River Cam County Wildlife Site, Paradise Local Nature Reserve, Perse Girl School Reedbed (with associated heronry) and Coe Fen County Wildlife Sites. I understand the farmland between the proposed site and the river has recently been brought into 'Higher level Stewardship' by the landowner to benefit nesting wading birds. Such species require low disturbance, especially from dogs and could adversely effected by any changes to the hydrology of the site.</p> <p>Any development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species.</p> <p>Farmland bird populations may require off site mitigation.</p>

		The mature tree belt along Trumpington Road is a City Wildlife Site.
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The current lack of public access to the land this side of the River Cam allows wildlife a refuge with public access concentrated on the Granchester side of the river. The key ecological features associated of the adjoining arable land are the field boundaries i.e. hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it is likely to still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: Yes, there is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.  Pre-development tree survey to British Standard 5837 may be required.
<b>Any other information not captured above?</b>		



<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Very significant impact on Green Belt purposes - No evidence of landowner intention to develop
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: -Further than 800m to access GP surgery. -Air quality issues -Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area. -Loss of Grade 2 agricultural land (32 ha).
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red: -Site with no significant development potential (significant constraints and adverse impacts)
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	<i>Sites ranked A or G will be taken forward for viability assessment by consultants</i>

**Cambridge City Council / South Cambridgeshire District Council**

*To be accompanied by a table which identifies how it provides /encompasses both LPA's SA and SHLAA assessments. Text in italics are officer prompts to be deleted on completion.*

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

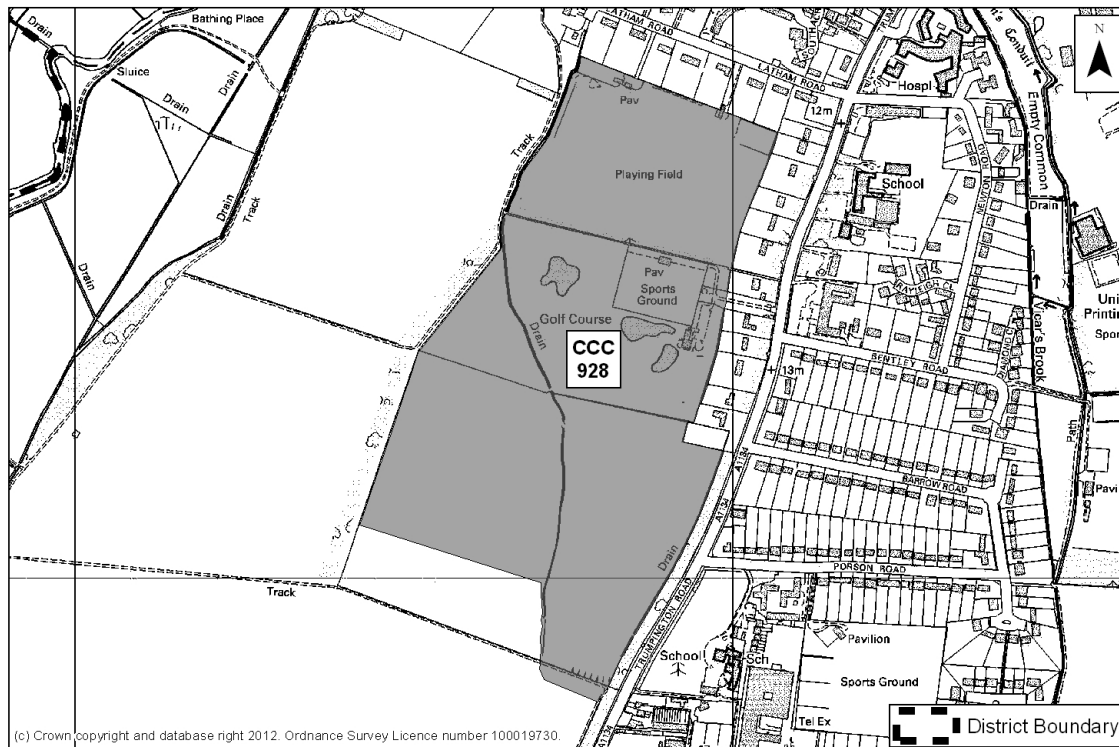
<b>Site Information</b>	<b>Broad Location: No. 3 Land West of Trumpington Road</b>
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**Site reference number(s):** CC928

**Site name/address:** Trumpington Road West Amended

**Functional area (taken from SA Scoping Report):** South Cambridge

**Map:**



<b>Site description:</b> Area of land west of Trumpington Road comprising a playing field at the northern end which is at the southern edge of Latham Road Conservation Area, Cambridge Lakes golf course, a football pitch and open arable land to the south towards Trumpington. The site is well defined by a belt of mature trees to Trumpington Road, The site lies to the east of a higher ridge which overlooks the Cam valley and Grantchester Meadows to the west.		
<b>Current use(s):</b> Agriculture, Golf Course, Football Ground, and Playing Fields		
<b>Proposed use(s):</b> Residential		
<b>Site size (ha):</b> 32.8ha Cambridge 32.8ha <b>Assumed net developable area:</b> 24.6ha (assuming 75% net)		
<b>Assumed residential density:</b> 45dph		
<b>Potential residential capacity:</b> 1107		
<b>Site owner/promoter:</b> Owners known		
<b>Landowner has agreed to promote site for development?:</b> No		
<b>Site origin:</b> SHLAA Site and Green Belt Site Assessment 2012		
<b>Relevant planning history:</b>  Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for Housing.  The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by Landscape Design Associates in response to the Structure Plan concern about this land indicated that it was not suitable for development. The Landscape Design Associates study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that settlements such as Great Shelford to the south are part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location, which in visual terms could be developed without harming publically accessible views. The playing field and golf Course contribute to the quality of the landscape setting.		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	<b>R = No</b> <b>G = Yes</b>	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	<b>G = Flood risk zone 1</b>	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of

		risk)
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant amount of surface water flooding in a band across centre of site following course of watercourse. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	Development on this site has potential to have a negative impact on the Green Belt.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 2.5km	Amber: The site would extend the edge of the city southward and would have some impact on the compactness of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: There would be some affect on coalescence as development closes the rural gap between the City and Trumpington on the western side of Trumpington Road.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: There would be slight negative impact to the setting of the City by changing the rural nature of the west side of Trumpington Road. This could be mitigated if development was restricted.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: Views into and out of the site are screened by vegetation and landform. However there maybe a visual impact on the area.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality, rural, soft green edge would be negatively impacted if development occurred.
Distinctive urban edge	G = Not present	Green: The existing urban edge is rural in nature.
Green corridors penetrating into the City	R = Significant negative impact from loss of land	Red: Land to the west of the site is a green corridor, but

	forming part of a green corridor, incapable of mitigation	there would be no loss of land. However, there may be a significant negative visual impact.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	A = Negative impacts but capable of partial mitigation	Amber: There would be an impact on distribution, physical separation, setting, scale and character of Green Belt villages.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape has a rural character despite being on the urban edge. However, the current sports uses lessen the rural characteristics.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development on this site has potential to have a negative impact on the Green Belt although the site is well screened by vegetation and partially protected by landform.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: No
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: No
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: No Listed Buildings on site but Latham Road Conservation Area is adjacent to the north and contains a number of locally listed properties whose setting may be affected
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.  The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new

		Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Air Safeguarding Area - No erection of buildings, structures and works exceeding (15m) in height
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes with Mitigation. Technically it would be possible to provide access, but the site does not abut the adopted public highway and third part land appears to lay between it and the highway
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.  Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact).  Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required.  Cambridgeshire Local Transport Plan 3, Cambridge Area Transport

		<p>Strategy and Southern Corridor Area Transport Plan will need to be taken into account.</p> <p>Potential impact on M11 Junctions.</p> <p>No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required.</p> <p>Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities.</p> <p>Provision required for Cambridge Orbital Cycle Route.</p> <p>Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using CGB where possible.</p> <p>Potential requirement to enhance Trumpington Park and Ride site to provide greater capacity.</p> <p>A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed.</p> <p>May be a restriction on the number of access points onto Trumpington Road.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: With regard to the A14 the Department for Transport announced in July that the A14</p>

		<p>improvement scheme has been added to the national roads programme. Design work is underway on a scheme that will incorporate a Huntingdon Southern Bypass, capacity enhancements along the length of the route between Milton Interchange to the North of Cambridge and Huntingdon, and the construction of parallel local access roads to enable the closure of minor junctions onto the A14. The main impact, in relation to Grange Farm and other potential Local Plan sites, is that existing capacity constraints on the A14 between Cambridge and Huntingdon will be removed. The funding package and delivery programme for the scheme is still to be confirmed, and major development in the Cambridge area, which will benefit from the enhanced capacity, will undoubtedly be required to contribute towards the scheme costs, either directly or through the Community Infrastructure Levy. The earliest construction start would be 2018, with delivery by the mid-2020s being possible.</p> <p>As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying</p>
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		<p>out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very well related to the City Centre, but could also be attractive for M11 J12. It could result in adverse impacts upon the Strategic Road Network so we would require a robust assessment to confirm this before coming to a definitive view.</p>
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green: No impact as this site is alternative to the larger site CC924.
Are there any known legal issues/covenants that could constrain development of the site?	R = Yes	Red: Site is not available or deliverable.
Timeframe for bringing the site forward for development?	R = Beyond 2031 (beyond plan period)	Red: Site is not available or deliverable within the plan period.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: County Education comments awaited. Expect appropriate education provision to be made. For large sites on site provision would be expected.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: Most of the site is further than 800m from local centres at Trumpington and Granchester Street. The site has been scored amber as it is probably large enough to support its own facilities.

How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: Site is over 800m from nearest health centre or GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green: No
How well would the development on the site integrate with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site should provide good opportunities to link with existing communities, with good urban design, good connectivity and appropriate community provision to aid integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Site is between 1 and 3km from nearest secondary school.
How far is the nearest primary school?	City preference: G = <400m or non-housing allocations or site large enough to provide new school  SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Approximately 60% of the site is over 800m from nearest primary school and the remainder within 800m. However site is large enough to provide a new school
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green: The site would probably be large enough to support a new Local Centre or neighbourhood shops. The nearest Local Centre is Trumpington, but this is a considerable distance. The distance to Trumpington would mean that a new Local Centre on this site would be unlikely to have an impact on the existing hierarchy.

#### Accessibility to outdoor facilities and green spaces

Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of	R=Yes	Red: Approximately 40% of the site is designated Protected Open Space and development proposal would need to comply with Local Plan policy 4/2 Protection of Open Space. Site is actively used for

its Green Belt status).		sports and recreation. It is very important for environmental reasons Around 9.3ha of the site is of environmental importance. The protected open space provides attractive features in their own right and contribute positively to the landscape setting.
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No	Red: Any future development would need to satisfactorily incorporate the environmentally sensitive protected open space or demonstrate it can be reprovided elsewhere in an appropriate manner.
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: Assuming area of POS is retained, no obvious constraints that prevent the remainder of site providing full on-site provision.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: All but a small part of the site is within 1km of an employment centre.
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: Development would not lead to the loss of employment land identified in the Employment Land Review.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber: Site in Trumpington LSOA 8004: 14.42
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of	A = service meets requirements of high quality public transport in most but	Amber: Most of site is within 400m of a route which meets some of the

the site?	not all instances	qualities of a HQPT service.
How far is the site from an existing or proposed train station?	R = >800m	Red: Site is greater than 800m from either an existing or proposed train station.
What type of cycle routes are accessible near to the site?	G = 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.	Green: Providing there is cycle access to Latham Rd (quiet residential street) from the north of the site thus providing good cycle links to the good off-road facility on Trumpington Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 24
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Trumpington Road, opposite Porson Road
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Within 400m buffer of City HQP (Trumpington Park and Ride Service, 88)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	9 minutes (Porson Road – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	1.29km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	A = <1000m of an AQMA, M11 or A14	Amber: The site is not within the Air Quality Management Area. The site is however less than 1000m from an AQMA but more than 1000m from the M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red.:Significant impact. An air quality assessment would be required.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Site adjacent in part to a major road, frontages will be the noisiest part of the site from the road. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.

Are there potential light pollution problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from development would require assessment in the ES but could be fully mitigated.  Other agencies should be consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green: No adverse effects for residential use
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green: There are no known former potentially contaminative activities on the site.

#### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green: No

#### Protecting the townscape and historic environment (*Landscape addressed by Green Belt criteria*)

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	R = Site contains, is adjacent to, or within the setting of such areas with potential for significant negative impacts incapable of appropriate mitigation A = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green: No

Would development impact upon a Conservation Area?	A = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation	Amber: Approximately a third of the site is within the Southacre Conservation Area. This northern section of the site is designated within the boundary of the Conservation Area because it provides an open and green setting to the large dwellings in substantial plots immediately north and east which front Latham Road and Trumpington Road respectively. Mitigation measures would need to be very carefully considered and developed, including the use of generous landscape and buffering, low building heights, low density approach to development, sympathetic use of building materials and design, etc.
Would development impact upon buildings of local interest (Cambridge only)	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Amber: The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected. Almost every dwelling north of the and on the south side of Latham Road is a Building of Local Interest. Mitigation of the impact on these BLI's would require very careful consideration.
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: A pre-development archaeological survey should be required.

<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: Approximately 60% (20ha) of site on Grade 2 land with the remainder on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: Part of the site is PDL however the majority is not.
Would development make	G=Yes	Amber: No

use of previously developed land (PDL)? (SCDC)		
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	A = Contains or is adjacent to an existing site and impacts capable of appropriate mitigation	Amber: The mature tree belt along Trumpington Road is a City Wildlife Site. The existing Green belt designation offers protection of this green corridor heading into the City that includes many sites designated for Nature Conservation including the River Cam County Wildlife Site, Paradise Local Nature Reserve, Perse Girl School Reedbed City Wildlife Site and Sheeps Green and Coe Fen Local Nature Reserve
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber: Existing mix of arable, golf course and sports provision provide good habitat. Potential GI enhancement but public access could disturb existing biodiversity.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The current lack of public access to the land this side of the River Cam allows wildlife a refuge with public access concentrated on the Granchester side of the river. The key ecological features associated of the adjoining arable land are the field boundaries i.e. hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it is likely to still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: Yes, there is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also

		<p>appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium.</p> <p>Pre-development tree survey to British Standard 5837 may be required.</p>
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes</li> <li>- No evidence of landowner intention to develop</li> </ul>
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	<p>Red:</p> <ul style="list-style-type: none"> <li>-Further than 800m to access GP surgery.</li> <li>-Air quality issues</li> <li>-Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area.</li> <li>-Loss of Grade 2 agricultural land (32 ha).</li> </ul>
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	<p>Red:</p> <p>Site with no significant development potential (significant constraints and adverse impacts)</p>
<b>Viability feedback (from consultants)</b>	<p>R = Unlikely to be viable, A = May be viable G = Likely to be viable</p>	<p><i>Sites ranked A or G will be taken forward for viability assessment by consultants</i></p>