

Site Assessments of Rejected Green Belt Sites for Broad Location 5

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 5 Land south of Addenbrooke's Road
Site reference number(s): SC294 (a small part of site SC105)	
Site name/address: Land East of Hauxton Road	
Functional area (taken from SA Scoping Report): <i>City only</i>	
Map:	
<p>Site description: The site comprises parts of two large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and immediately west of residential properties fronting onto Cambridge Road. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The landscape is open to the west with low hedges around existing fields to the north. Shelford rugby club is based to the south and a training pitch to the south west.</p>	
<p>Current use(s): Agricultural.</p>	
<p>Proposed use(s): Residential.</p>	
<p>Site size (ha): South Cambridgeshire: 8.23ha</p>	
<p>Assumed net developable area: 6.2</p>	
<p>Assumed residential density: 40dph</p>	
<p>Potential residential capacity: Up to 247 depending on density of development</p>	
<p>Site owner/promoter: Owners known</p>	
<p>Landowner has agreed to promote site for development?: Yes, as part of a much larger development.</p>	

Site origin: SHLAA call for sites		
Relevant planning history: The 2006 Cambridge Local Plan promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road. SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected at a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'		
Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
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	The site is on flat, open land to the west of Shelford Road. Important views to the site from the west and south are partially screened by a ridge to the west of the site. If a development were restricted to low level, and

		include a landscape edge, impact on the Green Belt could be limited.
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:3.92km ACF	Red:
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would be no impact on coalescence between communities.
To maintain and enhance the quality of the setting of Cambridge	G = Minor and minor/negligible impacts	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and included a landscape edge, would have a negligible impact on the setting of the city.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a negligible impact on the important views from the west.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The impact on the soft green edge could be mitigated. The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Distinctive urban edge	G = Not present	Green: The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There is no loss of land forming part of a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on the distribution, physical separation, setting,

villages		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 to the west is strongly rural, but any impact on it could be mitigated by a restricted development with a landscape edge.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a minor impact on Green Belt purposes.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
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:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	R = No	Red: There are two potential access points to the site. To the south to Westfield Avenue and via a narrow farm access track onto Cambridge Road. The Highways Authority have concerns about where a second access could be located and the use of Westfield Road as the sole access. The potential access links to the public highway are unsuitable to serve the number of units that are being proposed, although some development would be possible and with regard to

		<p>the Cambridge Road track that it could not provide a suitable inter vehicle visibility splay.</p> <p>With regard to the larger site SC105 of which this site forms a part, a junction located on A1309 Hauxton Road and A1301 Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the west and south, but such impacts could be mitigated.

Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green:
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: It is unlikely that this site would be brought forward by itself whilst there is a possibility that all or part of the larger site SC105 could come forward. Given a likely plan adoption date in 2015 which will confirm this position, a start of construction could not be expected before 2017.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	<p>Amber: Improved utility infrastructure is likely to be required as follows.</p> <p>Electricity – development of this site is likely to require local and upstream reinforcement of the electricity network.</p> <p>Mains water – the site falls within the Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in the capacity of the Cambridge distribution zone will require either an upgrade to existing boosters and / or a new storage reservoir, tower or booster plus associated mains.</p> <p>Gas – Great Shelford and Stapleford are already served by gas and the site</p>

		<p>is likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate development of this site, however the sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments eg After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other sites, for secondary school education.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within</p>

		a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 45.7m/150ft over majority of site, 90m/295ft in height over remainder.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.27km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.45km ACF - Trumpington
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:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber:
How far is the nearest secondary school?	A = 1-3km	Amber: 1.80km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: R = >800m SCDC: A = 1-3 km	Red/Amber: 1.67km ACF – Fawcett Primary 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:
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 its Green Belt status).	G=No	Green:
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 G=Yes	Not applicable
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.05km ACF – nearest employment 2000+ employees
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:
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:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	Green:
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.98km ACF – Great Shelford from approximate centre of site to Station.

What type of cycle routes are accessible near to the site?	R = 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.	Red: The cycle lanes on Shelford Rd are less than 1.5m in width.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 225m to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close– Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.92km ACF
Air Quality, pollution, contamination and noise		
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 approximately 800m from the M11 and 600m from the A1309.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low

		emission strategy.
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: This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Existing rugby club floodlighting, should be capable of mitigation.
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:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
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:

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
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:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The site is located in an area of high

		<p>archaeological potential. A square enclosure of probable late prehistoric or Roman date is known to the south (HER 08347) and enclosures and a ring ditch of probable Bronze Age date are known to the north (HER 09640). Roman settlements considered to be of national importance are known to the south west and north east (Scheduled Monument Numbers 57 and 58).</p> <p>We would advise you that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p>
--	--	--

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
Would development reduce	A = Development would	Amber: The greatest

habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	have a negative impact on existing features or network links but capable of appropriate mitigation	impact would be as a result of loss of grassland habitat affecting foraging areas for birds and invertebrates, although the value for bats may be limited due to light pollution from the adjacent rugby club. However, there are opportunities for habitat enhancement through the planting of small copses and extending hedgerows into the site.
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: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Adverse impact on Green Belt purposes - Inadequate vehicular access
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable	

	G = Likely to be viable	
--	-------------------------	--

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 5 Land south of Addenbrooke's Road
Site reference number(s): SC105 (also see CC878)	
Site name/address: Land to the south of Addenbrooke's Road, Cambridge	
Functional area (taken from SA Scoping Report): <i>City only</i>	
Map:	
<p>Site description: The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, west of Great Shelford, and north of the River Cam and the Cambridge – London Kings Cross railway line. Situated within flat, open landscape, it is mostly low-lying arable land with a number of hedges within the site. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The boundaries to residential properties to the east are well vegetated and the River Cam occupies a shallow, well treed valley bounded by pasture land. The northern and western boundaries are much more open, comprising sparse shrubs and few scattered shrubs and trees.</p>	
<p>Current use(s): Agricultural.</p>	
<p>Proposed use(s): A proposed urban extension to Cambridge comprising up to 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space.</p>	
<p>Site size (ha): 145 Assumed net developable area: Approximately 50%</p>	

Assumed residential density: Around 40 dph
Potential residential capacity: Call for Sites questionnaire refers to 2,500 homes on site SC105 and CC878
Site owner/promoter: Known
Landowner has agreed to promote site for development?: Yes
Site origin: SHLAA call for sites
<p>Relevant planning history: The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p>South Cambridgeshire: A small area of land in the south eastern corner of the site has been considered for residential development through Local Plans in 2004 and 1993, and refused planning permission.</p> <p>LP2004 Inspector - "Together, these sites are designated as an Important Countryside Frontage (ICF) reflecting the way in which land with a strong rural character sweeps in to abut the village framework at this conspicuous point along Cambridge Road. In my view the ICF designation emphasises the role of this Green Belt land in preventing the countryside from further encroachment."</p> <p>LP1993 Inspector - "I can see no justification for allocating any of this land in the face of the Area of Restraint, settlement and Green Belt policies, especially bearing in mind its location well away from the main services and facilities of the village."</p> <p>A planning application for residential use (C/0229/53/) was refused as it is intended that the land should remain in agricultural use. The release of the land for residential use will constitute further ribbon development of a class A road.</p>
Level 1
Part A: Strategic Considerations
Conformity with the Council's Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: A very small area in the southern part of the site, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
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	The site is on higher, open land and is highly visible from areas to the west, south and southeast. There would be severe adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
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: 4.50km ACF	Red: Distant from the city centre, the site would form a major southward extension to the city. It would thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Extending the urban edge so extensively would cause the City to approach Gt. Shelford and increase the appearance of coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High / medium impacts	Red: This extensive development on higher open ground abutting the M11 would be highly visible, particularly from the west and would significantly reduce the landscape buffer to the west of the city. The development would have a significant adverse impact on the setting of the City.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: This extensive development on higher open ground would be highly visible, particularly from the west where it forms

		part of the green foreground to the city.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red : Development would extend the urban edge down the slope to meet, or close to, the M11 corridor. The soft green edge could not be mitigated or replaced adequately to mitigate the M11 boundary.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Green:
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: No loss of land forming part of a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: Decreases distance between City and Gt. Shelford and Hauxton with negative impact on village settings. The character and setting of the small scale river valley linking the Shelfords with Hauxton would be impacted by the scale of the development.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural. The newly defined urban edge of Addenbrooke's Road, Trumpington Meadows and the landscape buffer area between it and the M11 should be preserved. A large development could not be adequately mitigated in such a highly visible location.
Overall conclusion on Green Belt	R = High/medium impacts	Red: The development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the

		City.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation	Amber: A Scheduled Monument of national importance (SAM58 Neolithic to Roman settlement) is located in the south west corner of the site adjoining the M11 and the River Cam. County Archaeologists would object to the development of this site. Two further Scheduled Monuments lie approximately 200m south of the site. The promoter proposes a buffer zone to protect the SAM and on a site of this size it should be possible to provide appropriate mitigation.
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Amber: The Grade I Listed Church of St Mary, Little Shelford lies approximately 540m to the south and Church of St Edmund, Hauxton approximately 950m south west. Grade II* Listed Church of All Saints and Rectory Farm House in Little Shelford and Little Shelford Manor, lie approximately 450-600m to the south. There are various Grade II Listed buildings within the Great and Little Shelford and Hauxton Conservation Areas. The promoter's conceptual development framework includes a substantial area of Green Belt and parkland in the southern part of the site. With careful design it should be possible to mitigate any impact on the wider historic environment.
Part B: Deliverability and other constraints		

Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	<p>Amber: A junction located onto the Addenbrooke's link road and onto the A1301 Great Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p> <p>The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to be improved to mitigate impacts. County Highways calculate that 2,500 homes could generate around 21,250 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result

		in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.	
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green: Development of small parts of the site could have the potential to prejudice development of the larger site.	
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: None known.	
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.	
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 utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster	

		<p>plus associated mains. Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake. Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: Great and Little Shelford have one Primary School and Stapleford has one Primary School, both with a PAN of 40 and school capacity of 280, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a deficit of 6 primary places in Great and Little Shelford and surplus of 8 primary places in Stapleford taking account of planned development, and a surplus of 74 secondary places at Sawston VC taking account of planned development across the village college catchment area.</p> <p>The development of this site for 2,500 dwellings could generate a need for 313 early years places and a maximum of 875 primary school places and 625 secondary places.</p> <p>After allowing for surplus school places, development of</p>

		this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Amber: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 45.7m/150ft, or 90m/295ft in height.

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: 1.62km ACF – Great Shelford. A site of this scale could be expected to provide its own District or Local centre.

How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: 1.57km ACF – Great Shelford A site of this scale could be expected to provide its own health centre/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:
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site of sufficient scale to create a new community.
How far is the nearest secondary school?	A = 1-3km	1.57km ACF – Parkside Federation Proposed School Clay Farm
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: 1.39km ACF – Hauxton Primary School. A site of this scale could be expected to provide its own primary school(s).
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:
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 its Green Belt status).	G=No	Green:
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	R=No G=Yes	Not applicable

or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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 (OS) provision?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green, Green: The developers proposal includes a substantial area of parkland alongside the River Cam.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.58km ACF – nearest employment 2000+ employees
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:
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:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Development of the full site would require internal bus route.
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.73km ACF – Great Shelford From approximate centre of site.
What type of cycle routes are accessible near to the site?	R = 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.	Red: There are either narrow cycle lanes or a very narrow shared footway along Shelford Road. A link to Shelford should be provided using the accommodation bridge over the railway.
SCDC Would development reduce the need to travel and promote sustainable	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4	Green: Total Score = 17

transport choices:	criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Amber: 675m to nearest bus stop. Score would improve if a bus service were to be provided through the site.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close–Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 4.50km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: The submitted site is adjacent to the M11. Given the size of the site however parts of it are beyond 1,000m from the M11. If built development were to be restricted to parts of the site the assessment could change to A Amber (within 1,000m of the M11), or G Green (beyond 1,000m of the M11).
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
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: There are high levels of ambient / diffuse traffic noise and other noise sources including a railway line and a rugby / social club. Noise is likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road

		<p>is likely to be NEC C (empty site) for night: PPG24 advice is “Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise”. Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium: would need noise impact assessment and careful design and integration with any nearby housing.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Residents of parts of the site may experience impacts from road lighting and headlights.</p> <p>Existing rugby club floodlighting and potential Community Stadium floodlighting would need careful design but can be conditioned.</p>
<p>Are there potential odour problems if the site is developed, as a receptor or generator?</p>	<p>G = No adverse effects or capable of full mitigation</p>	<p>Green:</p>
<p>Is there possible contamination on the site?</p>	<p>G = Site not within or adjacent to an area with a</p>	<p>Green: The site includes a small area of filled land. A Contaminated</p>

	history of contamination	Land Assessment will be required as a condition of any planning application.
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:

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
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:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: Great and Little Shelford Conservation Areas lie approximately 150-200m to the south. Hauxton Conservation Area lies approximately 530m to the south west.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots inside the site including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.

Making Efficient Use of Land		
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: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green: River Cam on the southern boundary of the site is a County Wildlife site but local area would be retained as greenspace.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The developers proposal includes a substantial area of parkland alongside the River Cam.
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 promoter's Phase 1 Habitat and Ecological Scoping Survey (2009) found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded. Further survey work is recommended, including for bats and hedgehogs.
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: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.

Any other information not captured above?		
<p>Important Countryside Frontage – opposite Walden Way and Bridge Close in Great Shelford, in the south east corner. Not proposed for development but it would be a likely vehicular access point.</p> <p>NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.</p>		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Could provide own services, facilities and schools - Poor transport accessibility in City context but good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 5 Land south of Addenbrooke's Road
Site reference number(s): CC904	
Site name/address: Land East of Hauxton Road	
Functional area (taken from SA Scoping Report): <i>South (City only)</i>	
Map:	
<p>© Crown Copyright, Ordnance Survey SCDC Licence 100022500 (2012)</p>	
<p>Site description: The site comprises large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees. The rear gardens of houses fronting Shelford Road are lined by a mature hedge with scattered trees.</p>	
<p>Current use(s): Agricultural.</p>	
<p>Proposed use(s): Residential, around 250 dwellings.</p>	
<p>Site size (ha):Cambridge: 9.22</p>	
<p>Assumed net developable area: 6.9</p>	
<p>Assumed residential density: 45 dph</p>	
<p>Potential residential capacity: 310</p>	
<p>Site owner/promoter: Owners known</p>	

Landowner has agreed to promote site for development?: Yes		
Site origin: SHLAA call for sites		
Relevant planning history:		
<p>The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan concerning site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 are relevant. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p>		
Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
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	The site is on higher, open ground and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and

		setting of the City.
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 3.6km	Red: Extending the urban edge to the south of the Addenbrooke's Road at this location would not affect the compact nature of the city.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: The development extends the envelope of Shelford Road westward, but would not cause coalescence harm.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: Development would extend the urban edge westward, but because the site is on high ground, development would have a severe adverse impact on the setting of the City.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: Minor impact on views
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Development would extend the urban edge westward. If development were restricted to low level, low density a soft green edge could mitigate.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: The development site is not close to a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages	G = No impacts or minor impacts capable of mitigation	Green: No impact on Green Belt villages.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape is not strongly rural, but there is a definite urban edge which should be preserved. Adequate mitigation would not be possible unless development restricted to low level, low density.
Overall conclusion on Green Belt	R = High/medium impacts	Red: The development site is on higher, open land and

		visible from areas to the west, south and southeast. Overall there would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
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:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: A junction located onto the Addenbrooke's link road would be acceptable to the Highway Authority. The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: CCC Highways John Seddon/Mike Salter/Linda Adams Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to

		be improved to mitigate impacts. County Highways calculate that 250 homes could generate around 2125 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) in South Cambridgeshire the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the south, and west but such impacts could be mitigated.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green:
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: Officer assessment.
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 utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls

		<p>within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments eg After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other</p>

		sites, for secondary school education.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 45.7m/150ft.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 0.94km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.13km ACF - Trumpington
Would development lead to a loss of community	G = Development would not lead to the loss of any	Green:

facilities?	community facilities or appropriate mitigation possible	
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber: Separated from existing communities by the Addenbrooke's Access Road and from the Park & Ride site by Hauxton Road. Distant from Great Shelford.
How far is the nearest secondary school?	A = 1-3km	Amber: 1.63km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: R = >800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Red/Green: Approximately 870m ACF to the new primary school at Trumpington Meadows 1.40km ACF – Fawcett Primary 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:
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 its Green Belt status).	G=No	Green:
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 G=Yes	Not applicable
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:

publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?		
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.34km ACF – nearest employment 2000+ employees
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:
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:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	Green:
How far is the site from an existing or proposed train station?	R = >800m	Red: 2.34km ACF – Great Shelford From approximate centre of site to Station.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Only if there is a formal crossing of Addenbrooke's Road to link to the off-road path and Glebe Farm/ Clay Farm and a direct link to Shelford Road from the south of the site.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 271m to nearest bus stop.
SCDC Sub-indicator:	20 minute service (4)	Green: 20 minute service

Frequency of Public Transport		(Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close–Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.65km ACF
Air Quality, pollution, contamination and noise		
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 submitted site is relatively close to the M11 and the A1309.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
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: The site frontage to the Addenbrooke's Road will be the noisiest part of the site . Noise assessment and potential noise mitigation needed.
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: Residents on the site frontage may experience impacts from road lighting and headlights.
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
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g.	G = Not within SPZ1 or allocation is for greenspace	Green:

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.		
---	--	--

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:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Cropmark remains of later prehistoric settlement to immediate south. Roman villa complex 500m west. Iron age settlement remains excavated at Glebe Farm to north. A programme of archaeological works should be undertaken prior to any planning application.

Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 2).
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:

Biodiversity and Green Infrastructure

Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:

Site)		
Does the site offer opportunity for green infrastructure delivery?	A = A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
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 promoter of site SC105 submitted a Phase 1 Habitat and Ecological Scoping Survey (2009), this found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded. Further survey work is recommended, including for bats and hedgehogs. This site is intensively farmed agricultural land with potential to support farmland bird species and brown hares. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development.
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: None on site but some close to eastern boundary.
Any other information not captured above?		
NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part		

of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.

Conclusions

Cross site comparison

Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Distant from existing Primary School - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location (5 Land south of Addenbrooke's Road)
Site reference number(s): CC878	
Site name/address: Land East of Hauxton Road	
Functional area (taken from SA Scoping Report): <i>South (City only)</i>	
Map:	
<p>Site description: The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees.</p>	
<p>Current use(s): Agricultural</p>	
<p>Proposed use(s): Part of a proposed urban extension to Cambridge comprising up to 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space.</p>	
<p>Site size (ha): Cambridge 23.0ha</p>	
<p>Assumed net developable area:</p>	
<p>Assumed residential density: 45 dph</p>	

Potential residential capacity: Up to 776 dwellings		
Site owner/promoter: Owners known		
Landowner has agreed to promote site for development?: Yes as part of larger site SC105		
Site origin: SHLAA call for sites		
Relevant planning history:		
<p>The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p>		
Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt	See below	The site is on higher, open ground and highly visible from areas to the west,

purposes, and other matters important to the special character of Cambridge and setting?		south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
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 3.94km	Red: Extending the urban edge to the south of the Addenbrooke's Road would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature 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: The development moves the urban edge further southwest and would decrease the distance between the City and Hauxton.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views of the City in its rural surroundings and views of the A10 approach to the City.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Landscaping yet to mature. Development would extend the urban edge down the slope to meet the M11.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing edge was designed to form a new urban edge to the city and benefits from a green

		foreground.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green:
The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton and affects the village setting. Development is set on high ground relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter the relationship between the two.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape is rural, although clearly an urban edge site.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red Red: The development site is on higher, open land and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on Green Belt purposes.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
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:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to	A = Yes, with mitigation	Amber: A junction located

<p>the site?</p>		<p>onto the Addenbrooke's link road would be acceptable to the Highway Authority.</p> <p>The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to be improved to mitigate impacts. County Highways calculate that 2,500 homes could generate around 21,250 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.</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: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p>

		In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the south, but such impacts could be mitigated.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: None known
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.
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 utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Significant

		<p>reinforcement would be required to support the full load, potentially a new High Pressure offtake.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer. . CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p>Gas – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
Would development of the site be likely to require new	A = School capacity not sufficient, constraints can be	Amber: After allowing for surplus school places,

education provision?	appropriately mitigated	development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF. This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.17km ACF - Trumpington If developed as part of site

		SC105 the development could be expected to provide its own District or Local centre and score Amber A.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.38km ACF - Trumpington
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:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Separated from existing communities by the Addenbrooke's Access Road and from the Park & Ride site by Hauxton Road
How far is the nearest secondary school?	A = 1-3km	2.05km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: A = 400-800m SCDC: A = 1-3 km	Amber: Approximately 750m ACF to the new primary school at Trumpington Meadows 1.73km ACF – Fawcett Primary School If developed as part of site SC105 the development could be expected to provide its own Primary school(s) and score Green G.
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:
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 its Green Belt status).	G=No	Green:
If the site is protected open space can the open space be replaced according to	R=No G=Yes	Not applicable

CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:

Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.55km ACF – nearest employment 2000+ employees
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:
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:

Sustainable Transport

Criteria	Performance	Comments
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: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
How far is the site from an existing or proposed train station?	R = >800m	Red: 2.48km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	R = 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.	Red: The links to Trumpington and the guideway are poor and it will be difficult to provide a formal crossing to the off-road path along Addenbrooke's Rd and to the crossing of Hauxton Road. A route linking directly to Shelford using the existing

		accommodation bridge over the railway should be pursued as part of development of the site.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 21
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Amber: 625m ACF to Trumpington Park and Ride. Performance would improve if a bus service were to be provided through the site.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.94km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: The submitted site is adjacent to the M11. An air quality assessment is essential.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
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: There are high levels of ambient / diffuse traffic noise. Noise is likely to influence the design / layout and number / density of

		<p>residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Residents of the site may experience impacts from road lighting and headlights.</p> <p>Potential Community Stadium</p>

		floodlighting would need careful design but can be conditioned.
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:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
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:

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
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:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots in the vicinity including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but

		would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.
--	--	--

Making Efficient Use of Land		
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: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
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 promoter of site SC105 (which overlaps with site CC878) submitted Phase 1 Habitat and Ecological Scoping Survey (2009) for the wider site found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded.

		<p>Further survey work is recommended, including for bats and hedgehogs.</p> <p>This site is intensively farmed agricultural land with potential to support farmland bird species and brown hares. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development.</p>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
Any other information not captured above?		
NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 5 Land south of Addenbrooke's Road
Site reference number(s): SC295	
Site name/address: Land East of Hauxton Road	
Functional area (taken from SA Scoping Report): <i>City only</i>	
Map:	
<p>(c) Crown Copyright and database right 2012. Ordnance Survey Licence number 100019730.</p>	
<p>Site description: The site comprises parts of two large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and immediately west of residential properties fronting onto Cambridge Road. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The western boundary is generally open. Shelford Rugby club is located to the north beyond an area of allotments.</p>	
<p>Current use(s): Agricultural.</p>	
<p>Proposed use(s): Residential</p>	
<p>Site size (ha): 5.69</p>	
<p>Assumed net developable area: 4.27</p>	
<p>Assumed residential density: 40dph</p>	
<p>Potential residential capacity: Up to 171 depending on density of development</p>	
<p>Site owner/promoter: Owners known</p>	
<p>Landowner has agreed to promote site for development?: Yes, as part of a much larger development.</p>	

Site origin: SHLAA call for sites		
Relevant planning history: The 2006 Cambridge Local Plan promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road. SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected at a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'		
Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
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	The site is on flat, open land to the west of Shelford Road. Important views to the site from the west and south are partially screened by a ridge and vegetation to the west and south of the site. If a development were

		restricted to small scale, and include a landscape edge, impact on the Green Belt could be limited.
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: 4.65km ACF	Red:
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: The development would move the development edge of Shelford Road nearer to the village of Gt. Shelford and would impact on coalescence between communities.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Stonehill Road and included a landscape edge, would have a negligible impact on the setting of the city.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a negligible impact on the important views from the west.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The impact on the soft green edge could be mitigated. The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Distinctive urban edge	G = Not present	Green: The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There is no loss of land forming part of a green corridor.

The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Development would bring the edge of Cambridge nearer to Great Shelford, but impacts should be able to be mitigated by restricting development lines to that of existing roadside development, maintaining open views to countryside to the south of the site and creating a substantial landscape edge to the south and west of the development.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape to the west is strongly rural, but any impact on it could be mitigated by a restricted development with a landscape edge.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Stonehill Road and included a landscape edge, would have a minor impact on Green Belt purposes.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
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:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	R = No	Red: The only potential access point to the site is off a farm access onto Stonehill Road which leads to Cambridge Road. The potential access link to the public highway is unsuitable

		<p>to serve the number of units that are being proposed.</p> <p>With regard to the larger site SC105 of which this site forms a part, a junction located on A1309 Hauxton Road and A1301 Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the west, but such impacts could be mitigated.
Are there any known legal issues/covenants that could	G = No	Green:

constrain development of the site?		
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: It is unlikely that this site would be brought forward by itself whilst there is a possibility that all or part of the larger site SC105 could come forward. Given a likely plan adoption date in 2015 which will confirm this position, a start of construction could not be expected before 2017.
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 utility infrastructure is likely to be required as follows. Electricity – development of this site is likely to require local and upstream reinforcement of the electricity network. Mains water – the site falls within the Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in the capacity of the Cambridge distribution zone will require either an upgrade to existing boosters and / or a new storage reservoir, tower or booster plus associated mains. Gas – Great Shelford and Stapleford are already served by gas and the site is likely to be able to be accommodated with

		<p>minimal disruption or system reinforcement. Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate development of this site, however the sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other sites, for secondary school education.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: 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.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone</p>

		Safeguarding Area; or a Minerals or Waste Consultation Area.
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: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.16km ACF – Great Shelford
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.10km ACF – Great Shelford
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:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber:
How far is the nearest secondary school?	A = 1-3km	Amber: 2.45km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: R = >800m SCDC: A = 1-3 km	Red/Amber: 1.09km ACF – Great & Little Shelford Primary 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:
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	G=No	Green:

Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).		
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 G=Yes	Not applicable
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.37km ACF – nearest employment 2000+ employees
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:
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:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red:
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.16km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	R = No cycling provision or a cycle lane less than 1.5m width with medium volume	Red: The cycle lanes on Shelford Rd are less than 1.5m in width.

	of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.	
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 241m to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close– Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 4.65km ACF
Air Quality, pollution, contamination and noise		
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: The site is approximately 1,050m from the M11.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy.
Are there potential noise and vibration problems if	A = Adverse impacts capable of adequate	Amber: This site requires a full noise assessment

the site is developed, as a receptor or generator?	mitigation	including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Potential for some light impact from the rugby club.
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:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:

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:

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:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: Great and Little Shelford Conservation Areas lie approximately 430m to the south.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	The site is located in an area of high archaeological potential with a cropmark enclosure of probable late prehistoric or Roman date known within the proposal area (HER 08347). A ring ditch of probable Bronze Age date is

		<p>known to the south, in association with linear features (HER 08337). Roman settlements considered to be of national importance are known to the south west and north east (Scheduled Monument Numbers 57 and 58).</p> <p>We would advise you that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation</p>
--	--	--

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
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 greatest impact would be as a result of loss of grassland habitat affecting foraging areas for birds and invertebrates, although the value for bats may be

		limited due to light pollution from the rugby club. However, there are opportunities for habitat enhancement through the planting of small copses and extending hedgerows into the site.
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: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Adverse impact on Green Belt purposes - Inadequate vehicular access
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Site Assessments of Rejected Green Belt Sites for Broad Location 6

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 6-Land South of Addenbrookes and Southwest of Babraham Road
Site reference number(s): CC925	
Site name/address: Land South of Addenbrookes and Southwest of Babraham Road	
Functional area (taken from SA Scoping Report): South Cambridge	
Map:	
<p>(c) Crown copyright and database right 2012 Ordnance Survey. Licence number 100019730.</p>	
<p>Site description: Large agricultural fields split by Granham's Road. To the north is Queen Edith's Ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham park and ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.</p>	
<p>Current use(s): Agriculture</p>	
<p>Proposed use(s): Residential</p>	
<p>Site size (ha): 39.80ha South Cambridgeshire:0.00 ha Cambridge:</p>	
<p>Assumed net developable area: 19.9-29.85 (assuming 50% net or 75% net)</p>	
<p>Assumed residential density: 45dph</p>	
<p>Potential residential capacity: 896-1343</p>	
<p>Site owner/promoter: Owner known</p>	
<p>Landowner has agreed to promote site for development?: No</p>	
<p>Site origin: Cambridge City SHLAA</p>	

Relevant planning history:

The Cambridge 2006 Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.

See conclusions under Green Belt above, on conclusions of Inspector on Minerals and Waste Examination in relation to land on the southern fringe.

No relevant planning applications for residential use.

Conformity with the Council's Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green. The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). The location however is subject to surface water drainage issues.
Is site at risk from surface water flooding?	A = Medium risk	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.

Green Belt

Criteria	Performance	Comments
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 of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.
To preserve the unique character of Cambridge 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 within 5km	Red: Development extending southeast to the P&R would take the urban edge much further into the countryside and would have

		an adverse effect on the compact nature of the city.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: The site straddles Granham's Road to the south of Addenbrooke's Hosp. There would be no coalescence.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: The proposed development site would extend the urban edge south-westward making it visible from all direction. The development would have a severe negative impact.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The proposals would take the urban edge to far southwest. The existing soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: There is no distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a recognised 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: The proposed development would not have affect on Green Belt villages
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural despite being near the urban edge. Development would have a severe negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.
Impact on national Nature Conservation Designations		
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: Site is not near to an SSSI
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
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: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Part B: Deliverability and Viability Criteria		
Criteria	Performance	Comments
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	<p>Amber: The north west part of this site lies within the Waste Consultation Area (CS30) which surrounds the strategic allocation at Addenbrookes Hospital, Cambridge (CS19); the allocation is for a replacement clinical waste energy from waste facility. The designation / allocation are made through the adopted Minerals and Waste Core Strategy.</p> <p>The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within 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.</p>
Is the site located within the	A = Site or part of site within	Amber: Air Safeguarding

Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	the SZ	Area - No erection of buildings, structures and works exceeding 150ft (45.7m) in height
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes with mitigation
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>There is potential for overspill parking to occur within the development site from Addenbrookes Hospital, which should be highlighted in the car parking section.</p> <p>Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRМ 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 Junction 11.</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>Also – potential for cycle access to Great Shelford Station.</p> <p>Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities.</p> <p>Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using Cambridge Guided Bus where possible.</p> <p>Potential requirement to enhance Park and Ride site to provide greater capacity. A1307 corridor will need to be considered – capacity constraints at Addenbrookes Junction and along corridor into Cambridge will need to be addressed.</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: Insufficient capacity. Negative effects capable of appropriate mitigation.</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</p>

		<p>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>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making.</p> <p>Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber. Yes, this site could be part of a larger site and potentially provide a link through to the Addenbrooke's Road to the west, but this would be dependent on further releases of land outside of the city boundary. The site could also be linked to the Bell School site, although the proposal for that site does not provide for a road link through at present.</p>

		The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community. However, its not likely that the development of this site alone would unduly prejudice other sites because of various existing access roads in the area.
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: Site is over 800m from nearest local centre but it scores amber because it is probably large enough to support a new local centre.
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	Green. No

	appropriate mitigation possible	
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: R = >800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Amber. Site is over 800m from nearest primary school but is large enough to make its own provision
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 Wulfstan Way, but this is a considerable distance. The distance to Wulfstan Way would mean that a new Local Centre on this site is unlikely to have an impact on the existing hierarchy.
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 its Green Belt status). Is the site defined as protected open space or have the potential to be protected	R=Yes	Green: Site is not protected open space or has the potential to be protected
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	R=No G=Yes	N/A

South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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: No obvious constraints that prevent the site providing minimum on-site provision.
Supporting Economic Growth		
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. 75% of 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: the Shelfords and Stapleford LSOA 8292: 3.62 and adjacent to Queen Edith's LSOA 7995: 3.99
Sustainable Transport		
Criteria	Performance	Comments
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. The top 10% of the site is within 300m of high quality public transport. The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.
How far is the site from an existing or proposed train station?	R = >800m	Red. More than 800m.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: provided there are good links to the Bell School cycle links to Red Cross Lane and up to Long

		Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 19
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Babraham Park and Ride (99 service)
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Babraham Park and Ride (99 service)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	21 minutes (Babraham Park and Ride – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.65km ACF
Air Quality, pollution, contamination and noise		
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. The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes. More than 1000 metres from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	R = Significant adverse impact	Red. The site is large enough to have a significant adverse impact on air quality from traffic generation particularly as close to Addenbrookes. An air quality assessment is essential.
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 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	G = No adverse effects or capable of full mitigation	Green: From purely the residential amenity point of view the light impact from

or generator?		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 from residential uses.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber. The site has former potentially contaminative activities. Further assessment is required.

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:

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?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green. No
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green. No
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber. National Grid Reference: 547180 254460. Area includes significant cropmarked remains of late prehistoric to Roman

		<p>settlement at Gonville Farm (Monuments in Cambridge eg MCB9999, 6221, 5832). The Historic Environment record indicate this as a densely settled area to the north and west - in areas investigated ahead of growth sites at the Addenbrookes Campus and at Clay Farm, though cropmarked sites appear to become nucleated and more widely dispersed to the south.</p> <p>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>
--	--	---

Making Efficient Use of Land		
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. Majority of site on Grade 2 land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red. No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
Biodiversity and Green Infrastructure		
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 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 still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn

		<p>Buntings are regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p> <p>The Cambridgeshire Green Infrastructure Strategy identifies the area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Strategic Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).</p> <p>The Hedgerow west of Babraham Road is a Local Nature Reserve and runs along the northern edge of the site.</p>
<p>Does the site offer opportunity for green infrastructure delivery?</p>	<p>A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation</p>	<p>Amber. The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration in the adopted 2011 Cambridgeshire Green Infrastructure Strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.</p> <p>Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White</p>

		<p>Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts.</p>
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)</p>	<p>A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation</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 and drainage ditches. As with much of the arable land surrounding the City it still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn Buntings are a regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.</p> <p>Other species of particular note in the surrounding area include records of Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine.</p> <p>Full ecological surveys would be required in order to assess potential impacts. Opportunities for enhancement of the whole area could mitigate impact of limited development.</p> <p>Farmland species may also require additional off site mitigation.</p>
<p>Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</p>	<p>A = Any adverse impact on protected trees capable of appropriate mitigation</p>	<p>Amber. There are protected trees just outside the northern boundary of the site. Pre-development tree survey to British</p>

		Standard 5837 may be required.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: -Further than 800m to access GP surgery. -Air quality issues -Loss of Grade 2 agricultural land (majority of site - which is 40ha).
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red: -Site with no significant development potential (significant constraints and adverse impacts)
Viability feedback (from consultants)	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>

Site Assessments of Rejected Green Belt Sites for Broad Location 7

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

Site Information	Broad Location 7, Land between Babraham Road and Fulbourn Road
Site reference number(s): SC283	
Site name/address: Land south of Cambridge Road Fulbourn, Cambridge	
Functional area (taken from SA Scoping Report): N/A in SCDC	
Map:	
<p>(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730.</p>	
Site description: Arable fields, some with hedges and trees, to the south of Cambridge Road. The land rises up to the south towards the Gog Magog Hills. Overlaps SHLAA site 911 in Cambridge. Adjoins sites 283.	
Current use(s): Agriculture Arable Crop	
Proposed use(s): Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge comprising approximately 2829 dwellings, R&D employment, neighbourhood centre and public open space (24.92 hectares is in South Cambridgeshire, provisionally 712 dwellings)	
Site size (ha): South Cambridgeshire: 6.62 ha	
Assumed net developable area: 3.31-4.96ha (assuming 50% net or 75% net)	
Assumed residential density: 40dph in SCDC	
Potential residential capacity: 132-199	
Site owner/promoter: <i>Owners known</i>	
Landowner has agreed to promote site for development?: Yes	
Site origin: <i>SHLAA call for sites</i>	

Relevant planning history:

2003. The Structure Plan panel Report considered the release of land at Netherhall Farm and concluded that “ studies consistently reject this location due to its contribution to the Green Belt. We heard nothing to persuade us to form a different view. Nor did we hear anything to convince us that there were other considerations of sufficient weight to override the harm that strategic development in this location would have on Green Belt purposes.”

2006. Proposals put forward through the 2006 Cambridge Local Plan: land adjoining Peterhouse Technology Park proposed for housing / employment was dismissed by the Inspector on grounds that the land was located within the Green Belt, was open land outside the urban area, was not needed to supply housing, and that land should not be released to satisfy a possible shortage of employment land on an ad-hoc basis. Netherhall Farm was found to be a sustainable location for development but dismissed because of its importance to the setting of the City and there was no need to release from the Green Belt to make up the supply of housing for Cambridge. The Inspector concluding: “Even if development were to be limited to the western part of the site, the open land of that part of the site would be lost, and this land is well seen in the foreground in views from Lime Kiln Hill and Worts Causeway. The land is seen more distantly in views from the Gog Magog Hills. In some of the relevant views the site is part of the green foreground in wider prospects over the urban area. The site is important to the setting of the City and should remain part of the Green Belt.”

There are no significant planning applications.

Level 1

Part A: Strategic Considerations

Conformity with the Council’s Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	G = Low risk	Green: No surface water issues. Development should be mindful of potential flow routes from adjacent high land to south

Green Belt

Criteria	Performance	Comments
What effect would the development of this site have on Green Belt	See below	The site is located on open, rising ground. The southern part of the site would be

purposes, and other matters important to the special character of Cambridge and setting?		very visible and negatively impact the purposes of Green Belt. The northern part of the site could be mitigated if developed. See site 300. If development were confined to the northern part of the site only i.e. at the 20m contour, it might be suitably mitigated and therefore have a low impact on the purposes of 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 to approximate centre of site is 5Km	Red: The visibility of the site would worsen the negative effect on perception of City as compact.
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: The proposed development site would extend up the easternmost slope of the Gog Magog hills. There would be effect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: The setting of the City would be negatively impacted by any development on the southern part of the site by compromising the openness of the area, interrupting views over the city and have a negative impact on setting.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing soft green edge would be negatively impacted.
Distinctive urban edge	G = Not present	Green: No effect on distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green	Green: Site is not close to recognised green corridor.

	corridor	
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	A = Negative impacts but capable of partial mitigation	Amber: The proposed development may have an affect on Fulbourn Hospital.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The site has a rural character but the technology park has eroded it slightly. Impact could be mitigated.
Overall conclusion on Green Belt	R = Very high and high impacts	Red: The site is on open, rising ground and southern part is highly visible making it damaging to the purposes of green belt.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation	Amber: Adjoins the Gog-Magog SSSI to the south
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
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
Part B: Deliverability and Viability Criteria		
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: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ (add building height restriction in comments)	Amber: Entire site in SZ. 40% within zone for consultation on any structure greater than 10m AGL.
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes, with mitigation.

		<p>Technically it would be possible to provide access. The internal roads to Peterhouse Technology Park are private and may not have been constructed to the Highway Authority's requirements.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>
<p>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: Insufficient capacity. Negative effects capable of appropriate mitigation.</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</p>

		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.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Site SC283 is closely related to South Cambs SHLAA Sites, SC111 and SC284. Site SC283 could be accessed off of Fulbourn Road as a free standing development. Also adjacent to City Council site CC911.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: None known that would delay development coming forward. The site is in multiple ownership.
Timeframe for bringing the site forward for development?	G = Start of construction between 2011 and 2016	Green: Start of construction between 2011 and 2016
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: <i>Electricity</i> - Not supportable from existing network. Significant reinforcement and new network required. <i>Mains water</i> - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less

		<p>any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p><i>Gas</i> – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p><i>Mains sewerage</i> - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments awaited. Expect appropriate education provision to be made. For smaller sites this is likely to be off site.</p>
<p>Level 2</p>		
<p>Accessibility to existing centres and services</p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>How far is the site from the</p>	<p>A = 400-800m</p>	<p>Amber: Half the site is</p>

nearest District or Local centre?		within 400-800m (as the crow flies) of Cherry Hinton High Street local centre with the remainder beyond 800m.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: Half the site is within 800m of a GP service with the remainder beyond 800m
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: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Site is isolated from existing communities with limited opportunities to facilitate community integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Site is between 1 and 3km of Coleridge Community College, St Bede's Inter-Church Comprehensive School and Netherhall School
How far is the nearest primary school?	City preference: A = 400-800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Majority of site is between 400 and 800m from nearest secondary school. Site is less than 1km from nearest primary school (Colville Primary 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 is too small to support a new Local Centre. The nearest Local Centre is Cherry Hinton High Street. This centre is fairly large and performing well. Additional population at this site may help to support this centre.
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	G=No	Green: Site is not protected open space or has the potential to be protected

its Green Belt status).		
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 G=Yes	The site owner must provide details of how this can be achieved
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: No obvious constraints that prevent the site providing minimum on-site provision.
Supporting Economic Growth		
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: 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green: Site in Fulbourn LSOA 8243: 11.41 and Fulbourn LSOA 8244: 3.58 and adjacent to Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA)
Sustainable Transport		
Criteria	Performance	Comments
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: Access to HQPT as defined in part but over 400m away. Site is within 400m of other bus services that link the site to the City Centre and other areas.
How far is the site from an existing or proposed train station?	R = >800m	Red: Site is beyond 800m from either an existing or proposed train station
What type of cycle routes are accessible near to the site?	no cycling provision and traffic speeds >30mph with high vehicular traffic	Red Red: - this end of Fulbourn Rd has no cycling provision and speeds can

	volume.	be even higher and cyclists will need to cross the busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 21
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Fulbourn Road
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Citi 3 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 31 and 40 minutes (3)	35 minutes – (Cherry Hinton, Yarrow Road – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	4.22km ACF
Air Quality, pollution, contamination and noise		
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	Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required. More than 1000m from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber:
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: The North of the site is close to Cambridge Road. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation

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:
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?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Part of this site is adjacent to an area of unknown filled land. This could be dealt with by condition.

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: Not within SPZ1 or allocation is for greenspace

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: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
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: Abuts Fulbourn Hospital Conservation Area. Adverse effect to setting of Conservation Area due to loss of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Numerous Bronze Age ring barrows area known in the vicinity. The War Ditches Iron Age defensive site is located to the east and the line of the

		<p>Via Devana Roman road forms the southern site boundary. Further information would be necessary in advance of any planning application for this site.</p> <p>Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision.</p>
--	--	---

Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Approximately 75% of site (5ha) on Grade 2 with the remainder on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: 0% PDL
Would development make use of previously developed land (PDL)? (SCDC)	G=Yes	Amber: No

Biodiversity and Green Infrastructure

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: County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay

		Farm development.
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: Presence of protected species - Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Protected road verges exist south of the site which may be impacted upon if road improvement schemes are needed. Opportunity for habitat linkage/ enhancement /restoration – includes new woodland planting, new and reinforced hedgerows, buffering of and extensions to grassland habitats and the creation of new ponds.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: There are no Tree Preservation Orders on or near the site.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	- Significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: -Cycle access issues.
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	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

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 7, Land between Babraham Road and Fulbourn Road
Site reference number(s): SC111	
Site name/address: Land south of Cambridge Road Fulbourn, Cambridge	
Functional area (taken from SA Scoping Report): South Cambridge	
Map:	
<p>(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730.</p>	
Site description: Arable fields, some with hedges and trees, to the south of Cambridge Road. The land rises up to the south towards the Gog Magog Hills. Overlaps SHLAA site 911 in Cambridge. Adjoins sites 283.	
Current use(s): Agriculture Arable Crop	
Proposed use(s): Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge	
Site size (ha): South Cambridgeshire: 29.05 ha	
Assumed net developable area: 14.52-21.79ha (assuming 50% net or 75% net)	
Assumed residential density: 40 dph in SCDC	
Potential residential capacity: 581-872	
Site owner/promoter: <i>Owners known</i>	
Landowner has agreed to promote site for development?: Yes	
Site origin: <i>SHLAA call for sites</i>	

Relevant planning history:

2003. The Structure Plan panel Report considered the release of land at Netherhall Farm and concluded that “ studies consistently reject this location due to its contribution to the Green Belt. We heard nothing to persuade us to form a different view. Nor did we hear anything to convince us that there were other considerations of sufficient weight to override the harm that strategic development in this location would have on Green Belt purposes.”

2006. Proposals put forward through the 2006 Cambridge Local Plan: land adjoining Peterhouse Technology Park proposed for housing / employment was dismissed by the Inspector on grounds that the land was located within the Green Belt, was open land outside the urban area, was not needed to supply housing, and that land should not be released to satisfy a possible shortage of employment land on an ad-hoc basis. Netherhall Farm was found to be a sustainable location for development but dismissed because of its importance to the setting of the City and there was no need to release from the Green Belt to make up the supply of housing for Cambridge. The Inspector concluding: “Even if development were to be limited to the western part of the site, the open land of that part of the site would be lost, and this land is well seen in the foreground in views from Lime Kiln Hill and Worts Causeway. The land is seen more distantly in views from the Gog Magog Hills. In some of the relevant views the site is part of the green foreground in wider prospects over the urban area. The site is important to the setting of the City and should remain part of the Green Belt.”

There are no significant planning applications.

Level 1

Part A: Strategic Considerations

Conformity with the Council’s Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	A = Medium risk	Amber: Small 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.

Green Belt		
Criteria	Performance	Comments
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	The site is located on open, rising ground. The southern part of the site would be very visible and negatively impact the purposes of Green Belt. The northern part of the site could be mitigated if developed. See site 300.
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 to approximate centre of site is around 5Km	Red: The visibility of the site would worsen the negative effect on perception of City as compact.
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: The proposed development site would extend up the easternmost slope of the Gog Magog hills. There would be effect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views over the city and have a negative impact on setting.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing soft green edge would be negatively impacted particularly as the site is divorced from the existing urban edge.
Distinctive urban edge	G = Not present	Green: No effect on distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: Site is not close to recognised green corridor.
The distribution, physical	A = Negative impacts but	Amber: The proposed

separation, setting, scale and character of Green Belt villages (SCDC only)	capable of partial mitigation	development may have an affect on Fulbourn village.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The site has a rural character. Its development would have a negative impact on its character.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: The site is on open, rising ground and highly visible. It is also divorced from the existing urban edge making it damaging to the purposes of green belt.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	R = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation G = Site is not near to an SSSI with no or negligible impacts	Amber: Adjoins the Gog-Magog SSSI to the south,
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
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
Part B: Deliverability and Viability Criteria		
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: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.

Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within SZ	Amber: Entire site in SZ. Small part of southern end of site in PSZ Red. No structures. 35% of site within zone any structure greater than 10m AGL.
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes with mitigation
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Negative effects capable of mitigation. The County Highways Authority has undertaken initial transport modelling on the promoter's proposal for around 3,100 dwellings. Based on the SCATP trip rates they have assessed that it could generate around 26,410 all mode daily trips. Most of the area is over 400 metres from the nearest bus stop. Further transport modelling will need to be carried out, as part of the overall spatial strategy work, to understand the implications as a whole of further development on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider moving the bus gate on Worts Causeway, improvements to local roads to accommodate additional movements, and impact on the Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation. G = No capacity constraints identified that cannot be fully mitigated	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. With regard to the A14 the Department for Transport

		<p>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 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>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber: Site SC111 is closely related to South Cambs SHLAA Sites, SC283 and SC284. Site SC283 could be accessed off of Fulbourn Road as a free standing development. Also adjacent to City Council site CC911.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green: No known issues</p>
<p>Timeframe for bringing the</p>	<p>G = Start of construction</p>	<p>Green: Start of construction</p>

site forward for development?	between 2011 and 2016	between 2011 and 2016
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p>Amber: <i>Electricity</i> - Not supportable from existing network. Significant reinforcement and new network required.</p> <p><i>Mains water</i> - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p><i>Gas</i> – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p><i>Mains sewerage</i> - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific</p>

		capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
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?	R = >800m	Red: Site is further than 800m from nearest Local Centre.
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: Development would not lead to the loss of any community facilities or appropriate mitigation possible
How well would the development on the site integrate with existing communities?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Site is isolated from existing communities with limited opportunities to facilitate community integration.
How far is the nearest secondary school?	A = 1-3km	Amber: Site is between 1 and 3km of Coleridge Community College, St Bede's Inter-Church Comprehensive School and Netherhall School
How far is the nearest primary school?	City preference: R = >800m SCDC: A = 1-3 km	Red: Only the northern edge of the site is within 800m of Colville Primary School). SCDC Only the northern part of the site is within 1km of Colville Primary School). <i>[Whole site is within 3km of a primary school. These include</i>

		<i>Colville Primary School, Fulbourn Primary School, Queen Emma Primary School, St Philip's Primary School, Teversham Primary School, Spinney Primary School, Morley Memorial Primary School, Queen Edith Community Primary School and Ridgefield Primary School]</i>
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 is probably too small to support a new Local Centre by itself. The nearest Local Centre is Cherry Hinton High Street. This centre is fairly large and performing well. Additional population at this site may help to support this centre, although it is further than 800m away.
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 its Green Belt status).	G=No	Green: Site is not protected open space or has the potential to be protected
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 G=Yes	N/A
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	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: No obvious constraints that prevent the site providing minimum on-site provision.

facilities and achieve the minimum standards of onsite public open space provision?		
Supporting Economic Growth		
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: 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green: Site in Fulbourn LSOA 8243: 11.41 and Fulbourn LSOA 8244: 3.58 and adjacent to Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA)
Sustainable Transport		
Criteria	Performance	Comments
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: Not accessible to HQPT as defined. Top end of site is within 400m of other bus services that link the site to the City Centre and other areas.
How far is the site from an existing or proposed train station?	R = >800m	Red: More than 800 metres.
What type of cycle routes are accessible near to the site?	RR = no cycling provision and traffic speeds >30mph with high vehicular traffic volume.	Red Red: This end of Fulbourn Rd has no cycling provision and speeds are even higher than neighbouring sites and cyclists will need to cross the busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 21

SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Fulbourn Road
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Citi 3 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 31 and 40 minutes (3)	35 minutes – (Cherry Hinton, Yarrow Road – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	4.38km ACF
Air Quality, pollution, contamination and noise		
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	Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required. More than 1000m from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber:
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: The North of the site is close to Cambridge Road. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation
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:
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?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Part of this site is adjacent to an area of unknown filled land. This could be dealt with by condition.
--	---	--

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: Not within SPZ1 or allocation is for greenspace

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: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas
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: Abuts Fulbourn Hospital CA. Adverse effect to setting of Conservation Area due to loss of significant open land providing rural backdrop for the designed landscape of Fulbourn Hospital.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Numerous Bronze Age ring barrows area known in the vicinity. The War Ditches Iron Age defensive site is located to the east and the line of the Via Devana Roman road forms the southern site boundary. Further information would be necessary in advance of any planning application for

		<p>this site.</p> <p>Results of pre-determination evaluation to be submitted with any planning application to inform a planning decision.</p>
--	--	--

Making Efficient Use of Land

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: Whole of site is Grade 2 land. (24.75ha)
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: 0% PDL
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber :No

Biodiversity and Green Infrastructure

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: County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
Would development reduce habitat fragmentation, enhance native species,	A = Development would have a negative impact on existing features or network	Amber: Presence of protected species - Greatest impact likely to be

and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	links but capable of appropriate mitigation	from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Protected road verges exist south of the site which may be impacted upon if road improvement schemes are needed. Opportunity for habitat linkage/ enhancement/restoration – includes new woodland planting, new and reinforced hedgerows, buffering of and extensions to grassland habitats and the creation of new ponds.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: None in South Cambridgeshire
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: -Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. -Cycle access is poor. -Loss of Grade 2 agricultural land (24.75 ha).
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red: Site with no significant development potential (significant constraints and adverse impacts)
Viability feedback (from consultants)	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>

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 7- Land Between Babraham Road and Fulbourn Road
Site reference number(s): CC931	
Site name/address: Fulbourn Road South 1	
Functional area (taken from SA Scoping Report): South Cambridge	
Map:	
<p>The map displays a residential area with Fulbourn Road running horizontally. To the south of Fulbourn Road, a shaded area labeled 'CCC 931' is situated. To the west of this area is Limekiln Close (Nature Reserve), and further south is a disused chalk pit and a tumulus site. To the east is Peterhouse Technology Park. Various streets are labeled, including Gladston, Headington, Drayton Road, Malletts Road, Ainsdale, and Tweedale. Distances are marked at several points: 14m, 19m, 18m, and 29m. A legend in the bottom right corner shows a dashed line for the District Boundary. A copyright notice at the bottom left reads: '(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730.'</p>	
Site description: Arable open field south of Fulbourn Road	
Current use(s): Agriculture	
Proposed use(s): Employment	
Site size (ha): Cambridge: 1.3 ha SCC 0.00ha Assumed net developable area: 0.98ha (assuming 75% net)	
Assumed residential density: 45dph	
Potential residential capacity: 44 but this option being promoted for employment	
Site owner/promoter: Owner known	
Landowner has agreed to promote site for development?: Yes but only in context of larger site	
Site origin: <i>Green Belt Site Assessment 2012</i>	

Relevant planning history:		
<p>Omission Site No.7 - Land Adjoining Peterhouse Technology Park (small site on northern edge of Site CC911) - The land was dismissed by the Inspector partly on lack of evidence on some issues, but more substantially on grounds that the site is open land, in the Green Belt (the boundary here is clear and firm), and outside the urban area. There was also no need for the site.</p> <p>No relevant planning applications for residential use.</p>		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: Site in Flood risk zone 1
Is site at risk from surface water flooding?	G = Low risk	Green: No surface water issues. Development should be mindful of potential flow routes from adjacent high land.
Green Belt		
Criteria	Performance	Comments
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	The site is discretely located behind existing housing and is at the bottom of north facing slope and would have a minor negative effect on the purposes of 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 under 5km	Red: Development would extend the urban edge eastward and would have a impact on compactness.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: Sensitive, limited and low level development could be considered with no impact on separation.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: The site is on the existing urban edge and discretely located. Sensitive development at the same contour including a landscape buffer would

		have limited impact on setting.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: There are expansive views from higher ground to the south looking over the site and to the City and Fulbourn. Views could be mitigated if development was set at a similar contoured as the existing housing and landscaped.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing garden boundary, green edge could be recreated and improved on within a landscape buffer area.
Distinctive urban edge	G = Not present	Green: No effect on distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a 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: there would be no impact on Green Belt villages.
A landscape which has a strongly rural character	G = No impacts or impacts capable of mitigation	Green: The site is near existing housing and the Peterhouse Technology Park. Development could be mitigated.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: If development were restricted low level and at the 20m contour, it could be suitably mitigated and therefore have a low impact on the Green Belt.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation	Amber (subject to mitigation): 30m from Cherry Hinton Pit SSSI
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient	G = Site is not on or adjacent to a SAM	Green: No

Monument (SAM)?		
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
Part B: Deliverability and Viability Criteria		
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: Site is not allocated / identified or a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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 50ft (15.2m) 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 lie between it and the highway through the car parks of either Ainsdale or Tweedale, which has some internal problems of its own. For employment use access would have to be secured from Site CC932 to the east.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. 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>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>
<p>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 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>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber: Yes, this site could be part of a larger site. Along with the neighbouring Site CC932 it forms a small part of Site CC911 which is closely related to South Cambs SHLAA Sites SC111 and SC283 to the east.</p> <p>The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community. However, it is not likely that the development of this site alone would unduly prejudice other sites because of various existing access roads in the area.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green: No Site owners will need to confirm this consideration.</p>
<p>Timeframe for bringing the site forward for development?</p>	<p>A = Start of construction between 2017 and 2031</p>	<p>Amber: SHLAA Call for Sites 2011 – Bidwells submission on behalf of developer/ landowner - The first dwellings to be completed on site 2011-16. This comment relates to the whole of SC911. Confirmation is required regarding this part of the site and whether it will form part of a much larger site. Not clear which part will be brought forward first in 2011-16 therefore Amber score to reflect possible delay to delivery.</p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p>Amber: Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments awaited. Expect appropriate education</p>

		provision to be made. For smaller sites this is likely to be off site.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	G = <400m	Green: Site is within 400m (as the crow flies) of Cherry Hinton High Street local centre.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: Site is between 400 and 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
ADD CRITERIA		
How far is the nearest secondary school?	G = <1km or non-housing allocation or site large enough to provide new school	Green: Site is within 1km from nearest secondary school.
How far is the nearest primary school?	City preference: A = 400-800m SCDC: G = <1km or non housing allocation	Amber: Whole site is within 800m from nearest primary school (Colville & Queen Emma). Half the site is within 800m from Queen Emma Primary 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 is too small to support a new Local Centre. The nearest Local Centre is Cherry Hinton High Street. This centre is fairly large and performing well. Additional population at this site may help to support this centre.
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy	G=No	Green: Site is not protected open space or have the potential to be protected

4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).		
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 G=Yes	Not applicable
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: No obvious constraints that prevent the site providing minimum on-site provision.
Supporting Economic Growth		
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: 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green: Site in Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA)
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	Green: Site is within 100m from a bus route. Service does meet the requirements of a high quality public transport (HQPT).
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	R = No cycling provision or	Red: This side of Fulbourn

are accessible near to the site?	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.	Road has no cycling provision and speeds can be high and cyclists will need to cross the busy junction to join the on-road cycle lane or off-road path along Cherry Hinton Rd.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 21
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Fulbourn Road
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Citi 3 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 31 and 40 minutes (3)	34 minutes – (Cherry Hinton, Headington Drive – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.61km ACF
Air Quality, pollution, contamination and noise		
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: The site is not within the Air Quality Management Area and more than 1,000 metres from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber. 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: Some industrial and commercial uses and associated plant may impact on adjacent commercial properties and residential. This will require assessment and mitigation
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Some Industrial/commercial uses are likely to have security and floodlighting which will require assessment and mitigation. Other agencies should be

		consulted regarding the impact on wild life, night sky and the County Council regarding impact on public highways.
Are there potential odour problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Some industrial /commercial uses can have odour impacts that may impact on nearby properties and will require mitigation.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: A contamination assessment is required. Site adjacent to a former quarry. The answer refers only to possible remediation. Economic viability depends on the housing market- unable to address this part.

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?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: No
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: No
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Rear of Ainsdale and Tweedale. An archaeological condition is

		required to enable archaeological evidence to be suitably recorded prior to construction.
--	--	---

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Site on urban land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
Biodiversity and Green Infrastructure		
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: Site is close to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm). Site borders Limekiln Local Nature Reserve. Development could increase disturbance to site with new official or unofficial access.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The site is on the edge of an area identified as strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the

		existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Full ecological surveys would be required in order to assess potential impacts. Appropriate development of site could help realise the Green Infrastructure Strategy vision.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	There are no protected trees on the site. Pre-development tree survey to British Standard 5837 may be required.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Adverse impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: -Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction
Overall Conclusion	A = Site with development potential (some constraints or adverse impacts)	Amber: Site with development potential (some constraints or adverse impacts). Site superseded by larger site CC933 which is being consulted upon for residential and or employment uses.
Viability feedback (from consultants)	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

Site Information	Broad Location No. 7 Land between Babraham Road and Fulbourn Road
Site reference number(s): CC911	
Site name/address: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R	
Functional area (taken from SA Scoping Report): South Cambridge	
Map:	
<p>(c) Crown copyright and database right 2012. Ordnance Survey. Licence number 100019730.</p>	
Site description: Arable open fields and chalk grassland between Fulbourn Road and Beechwoods at western most slope of the Gog Magog Hills and including Netherhall and Newbury farms to west, and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.	
Current use(s): Agricultural land, woodland and School playing fields and adjoining park & ride car park	
Proposed use(s): Residential	
Site size (ha): 116.55 South Cambridgeshire:0.00ha but sites SC111, SC283, SC284 adjoin. Cambridge: 116.55 ha	
Assumed net developable area: 58.28-87.41ha (assuming 50% net or 75% net)	
Assumed residential density: 45dph	
Potential residential capacity: 2622-3934	
Site owner/promoter: Owner known	
Landowner has agreed to promote site for development?: Yes	

Site origin: SHLAA call for sites

Relevant planning history:

Cambridge Local Plan Inspectors Report

2006: Omission Site No.5 - Netherall Farm (south-west corner of Site CC911) - The Inspector rejected the inclusion of the site because:

- it is a large area of open land within Green Belt, outside built up area which was not needed for housing supply.
- He also raised the importance of several views and setting of the City, and lack of screening.
- It was also said to not have the advantages of the Southern Fringe, and not related to Addenbrookes to justify it.

The Inspector did however say the site is a sustainable location with respect to access to services and employment and no objections on infrastructure grounds or difficulties with building communities.

Omission Site No.7 - Land Adjoining Peterhouse Technology Park (small site on northern edge of Site CC911) - The land was dismissed by the Inspector partly on lack of evidence on some issues, but more substantially on grounds that the site is open land, in the Green Belt (the boundary here is clear and firm), and outside the urban area. There was also no need for the site.

No relevant planning applications for residential use.

Conformity with the Council's Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	A = Medium risk	Amber: Significant site regarding surface water flooding as runoff contributes to surface water flooding of the existing built environment. Could potential offer a solution and flood risk management benefit, but may impact on achievable densities as great level of green infrastructure required.

Green Belt

Criteria	Performance	Comments
What effect would the development of this site	See below	Development on this site would have severe negative

have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?		impact on the Green Belt. The exception might be the small parcels of land to the east of Netherhall Farm and east of Alwyne Road and south of Fulbourn Road. See sites 932, 933, 300, 929 and 930.
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 approximate centre of site is 5km	Red: Any major development in the south east of the City would increase distance from edge to centre.
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: The proposed development site would extend up the easternmost slope of the Gog Magog hills. There would be effect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area, interrupting views over the city and have a negative impact on setting.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: There are open views of the site and the City from the west and south. Existing clear views to historic and collegiate core of the City would be severely negatively impacted if development occurred on the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The existing high quality soft green edge would be negatively impacted.
Distinctive urban edge	G = Not present	Green: No effect on distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a recognised green corridor. However the site does abut East Pit Nature Reserve.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	A = Negative impacts but capable of partial mitigation	Amber: The proposed development may have an affect on Fulbourn village.

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. Development would have a severe negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site, except the small parcel to the east of Netherhall Farm, east of Alwyne Road and south of Fulbourn Road would have a severe negative impact on the purposes of Green Belt.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation	Amber: There is a large nature area immediately adjacent to the north-west boundary on Limekiln Hill which includes the East Pit and Limekiln Hill Sites of Special Scientific Interest (SSSI's). A large SSSI exists south of Worts Causeway within SCDC focusing on the Gog Magogs golf course.
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green: Site is not on or adjacent to a SAM
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: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Part B: Deliverability and Viability Criteria		
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). Part of this

		area falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	R = Site is within the PSZ	Red: Site is within the PSZ; 50% - No development 10% - Any Structure greater than 10m AGL 40% - Any Structure greater than 15m AGL
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: with mitigation
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 could accommodate around 3,100 dwellings (2,360 in City and 740 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 26,410 all mode daily trips. A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts Causeway. The development surrounds Cherry Hinton road/Limekiln Hill Road and these existing adopted public highways

		<p>may require improvement/alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road/Babraham Road junction.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p> <p>This site 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>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: 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.</p> <p>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 has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much</p>

		<p>of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>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 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>
Is the site part of a larger	A = Some impact	Amber: Yes, Site CC911 is

site and could it prejudice development of any strategic sites?		closely related to South Cambs SHLAA Sites SC111, SC283 and SC284. Site SC283 could be accessed off of Fulbourn Road as a free standing development.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: Not aware of any legal issues/covenants
Timeframe for bringing the site forward for development?	G = Start of construction between 2011 and 2016	Green: SHLAA Call for Sites 2011 – Bidwells submission on behalf of developer/ landowner - The first dwellings to be completed on site 2011-16.
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: Improvements to 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: Approximately 5% of the site is within 400m and 10% within 400-800m (as the crow flies) of Cherry Hinton High Street local centre. An additional 10% is within 400-800m of Wulfstan Way local centre. However, approximately 75% 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: Part of site within 800 m limit with majority of site beyond 800m from nearest health centre or GP service
Would development lead to	G = Development would not	Green: Development would

a loss of community facilities?	lead to the loss of any community facilities or appropriate mitigation possible	not lead to the loss of any community facilities
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 by virtue of its size 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 part within 1km limit and part between 1 and 3 km limit from nearest secondary school.
How far is the nearest primary school?	City preference: A = 400-800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Site part between 400m and 800m limit and part beyond 800m limit from nearest primary school. Site is however 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 be large enough to support a new Local Centre. The nearest Local Centres at Wulfstan Way and Cherry Hinton High Street are further than 800m from the site. The distance to these centres and the potential size of the new population if the site was brought forward would merit a new Local Centre, which 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 its Green Belt status).	R=Yes	Red: Approximately 6ha of the site is public and private protected open space.
If the site is protected open	R=No	Red: Any future

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)?		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 Protected Open Space is removed from the site, no obvious constraints that prevent the remainder of site providing full on-site provision.
Supporting Economic Growth		
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: 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green: Site in Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA) and Queen Edith's LSOA 7995: 3.99
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: At present, and despite being close to the Babraham Road Park & Ride, only a small section of the northern part of the site off Fulbourn Road is less than 400m from the HQPT services provided by the Citi 1 and Citi 3 services. The entirety of the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport. This is because a significant part of the Site is more than 400

		metres from any of these bus routes.
How far is the site from an existing or proposed train station?	R = >800m	Red: More than 800m.
What type of cycle routes are accessible near to the site?	R = 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.	Red: Depending on the location within the large site– e.g. the middle section could be Amber if there is a cycle/pedestrian connection to Beaumont Rd and a crossing of Limekiln Road thus linking to the off-road paths on Queen Edith's Rd which could be widened.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	G = Score 15-19 from 4 criteria below	Total Score = 18
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 1000m (2)	Cambridge, Netherhall School
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Citi 1 service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	24 minutes – (Cambridge, Netherhall School – Cambridge, St. Andrews Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	4.04km ACF
Air Quality, pollution, contamination and noise		
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: Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required. More than 1000m from an AQMA, M11 or A14.
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 on air quality and the AQMA due to major transport impact. An air quality assessment is essential.
Are there potential noise and vibration problems if the site is developed, as a	A = Adverse impacts capable of adequate mitigation	Amber: Site has a busy road running through the middle of the site and is

receptor or generator?		bounded by major roads. Frontages will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation 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
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: The site has former potentially contaminative activities. Further contamination assessment is required.

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: Not within SPZ1 or allocation

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: Site does not contain or adjoin such an area, and there is no impact to the setting of such an area
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the	Green: Site does not contain or adjoin such an area, and there is no impact

	setting of such an area	to the setting of such an area
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: National Grid Reference (centred) Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge)). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Road) traverses the site and likely to have roadside settlements along its route. A programme of archaeological works should be undertaken prior to the submission of any planning application.

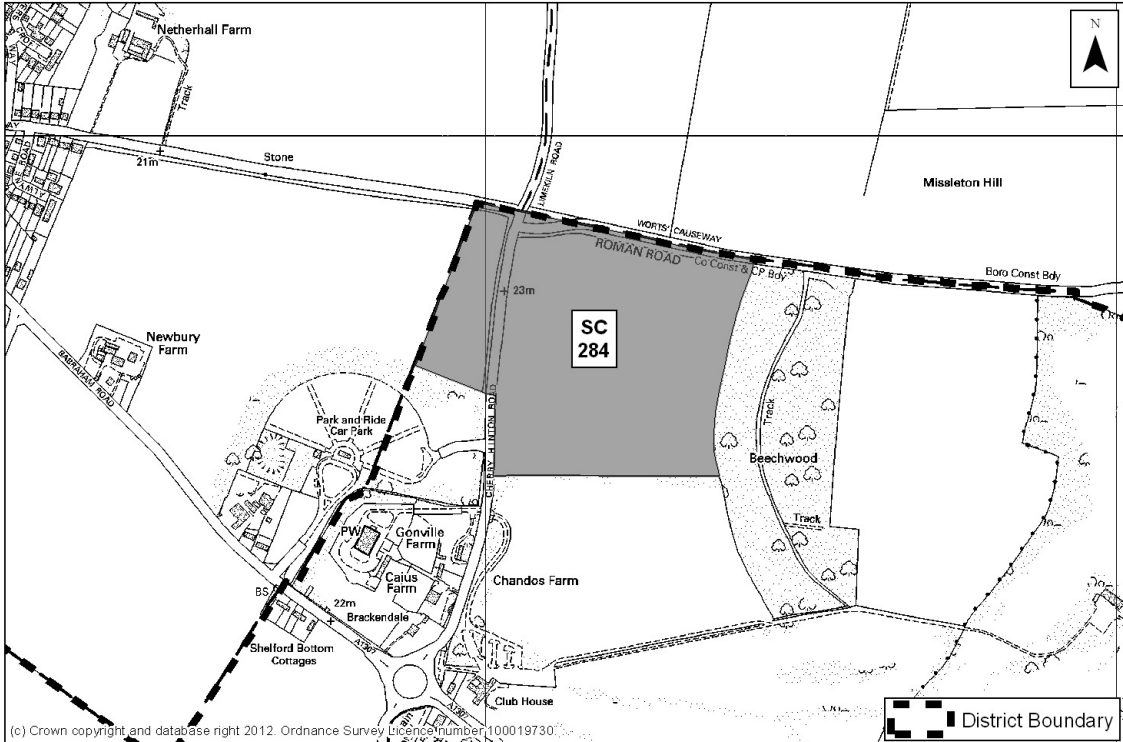
Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Approximately half of site on Grade 3 land, 30% on Grade 2 land (50 hectares) with the remainder covering urban land. Therefore to balance

		the Red and Green score an overall score of Amber is given.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber: No
Biodiversity and Green Infrastructure		
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: Area is adjacent to a number locally designated sites (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm).
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland Restoration and creation in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Species of particular note currently known on or adjacent to the site include a breeding Schedule 1 bird species, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helloborine, Grey Partridge, Corn Bunting, and Brown Hare. A large-scale habitat creation

		scheme could benefit these and other species. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green: Group Tree Preservation Order (TPO) (07/2007) is just outside the site on the south-west boundary of the site. Predevelopment tree survey required.
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes - Large part of site constrained by Cambridge Airport public safety zone
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: -Further than 800m to access GP surgery. -Significant air quality impact. -Loss of protected open space, but this could be mitigated because the site is large. -The site does not have access to high quality public transport, and has poor cycle access.
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red: Site with no significant development potential (significant constraints and adverse impacts)
Viability feedback (from consultants)	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

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 7, Land between Babraham Road and Fulbourn Road
Site reference number(s): SC284	
Site name/address: Land south of Worts Causeway, Cambridge	
Functional area (taken from SA Scoping Report): South Cambridge	
Map:	
 <p>(c) Crown copyright and database right 2012. Ordnance Survey Licence number 100019730.</p>	
Site description: Arable fields, some with hedges and trees, south of Fulbourn Road including land on both sides of Limekiln Road. Adjoins Babraham Road Park & Ride site. The site rises to the north and east. Adjoins SHLAA site CC911 in Cambridge.	
Current use(s): Agriculture Arable Crop	
Proposed use(s): Residential. Part of a much larger site including land in Cambridge City Council's area for an urban extension to Cambridge	
Site size (ha): South Cambridgeshire: 24.92 ha	
Assumed net developable area:	
Assumed residential density: 28.5dph	
Potential residential capacity: 712	
Site owner/promoter: Owners known	
Landowner has agreed to promote site for development?: Yes	
Site origin: SHLAA call for sites	

Relevant planning history:

2003. The Structure Plan panel Report considered the release of land at Netherhall Farm and concluded that “studies consistently reject this location due to its contribution to the Green Belt. We heard nothing to persuade us to form a different view. Nor did we hear anything to convince us that there were other considerations of sufficient weight to override the harm that strategic development in this location would have on Green Belt purposes.”

2006. Proposals put forward through the 2006 Cambridge Local Plan: land adjoining Peterhouse Technology Park proposed for housing / employment was dismissed by the Inspector on grounds that the land was located within the Green Belt, was open land outside the urban area, was not needed to supply housing, and that land should not be released to satisfy a possible shortage of employment land on an ad-hoc basis. Netherhall Farm was found to be a sustainable location for development but dismissed because of its importance to the setting of the City and there was no need to release from the Green Belt to make up the supply of housing for Cambridge. The Inspector concluding: “Even if development were to be limited to the western part of the site, the open land of that part of the site would be lost, and this land is well seen in the foreground in views from Lime Kiln Hill and Worts Causeway. The land is seen more distantly in views from the Gog Magog Hills. In some of the relevant views the site is part of the green foreground in wider prospects over the urban area. The site is important to the setting of the City and should remain part of the Green Belt.”

There are no significant planning applications.

Level 1

Part A: Strategic Considerations

Conformity with the Council’s Sustainable Development Strategy (SDS)

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green. Not in flood risk area.
Is site at risk from surface water flooding?	A = Medium risk	Amber: Fairly significant surface water flooding towards Cherry Hinton Road. Careful mitigation required which could impact on achievable site densities as greater level of green infrastructure required

Green Belt

Criteria	Performance	Comments
What effect would the development of this site	See below	Development of this site would have a severe

have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?		negative impact on the purposes of Green Belt affecting openness, setting and views.
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 around 5km	Red: Development in this location would increase distance from edge to centre.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: The proposed development site would not have an effect on coalescence.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red, Red: The setting of the City would be severely negatively impacted by development by compromising the openness of the area and interrupting views.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: The proposed development site would extend up the easternmost slope of the chalk hills to the southwest of the City and would be visible from all directions and would have a severe negative impact.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The site is isolated and divorced from the existing edge. The existing high quality soft green edge would be negatively impacted if development occurred on the site.
Distinctive urban edge	G = Not present	Green: No effect on distinctive urban edge.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There would be no loss of land associated with a recognised green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	A = Negative impacts but capable of partial mitigation	Amber: The proposed development may have an affect on Fulbourn village.

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. Development would have a severe negative impact.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development of this site would have a severe negative impact on the purposes of Green Belt affecting openness, setting and views.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation	Amber. Adjoins the Gog-Magog SSSI to the south.
Impact on National Heritage Assets		
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
Part B: Deliverability and Viability Criteria		
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 Waste Water Treatment Works 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 area falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide.

		Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.
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: Entire site in SZ. 40% within zone for consultation on any structure greater than 10m AGL.
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Yes with mitigation
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account. Roads in the area are narrow with limited capacity. Need to consider bus gate on Worts Causeway, improvements to local roads to accommodate additional movements, and impact on the Hospital roundabout and Granhams Road & Babraham Road junctions.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Insufficient capacity. Negative effects capable of appropriate mitigation. With regard to the A14 the Department for Transport

		<p>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 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>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>A = Some impact</p>	<p>Amber. Yes, Site SC284 is adjacent to City Council site CC911, but both can potentially utilise different access points.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green: None known that would delay development coming forward. The site is in multiple ownership.</p>
<p>Timeframe for bringing the site forward for development?</p>	<p>G = Start of construction between 2011 and 2016</p>	<p>Green: SHLAA Call for Sites 2011 –submission on behalf of</p>

		<p>developer/landowner - The first dwellings be completed on site 2011-16</p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p>Amber:</p> <p><i>Electricity</i> - Not supportable from existing network. Significant reinforcement and new network required.</p> <p><i>Mains water</i> - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p><i>Gas</i> – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p><i>Mains sewerage</i> - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development</p>

		assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
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 smaller sites this is likely to be off site.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: Site is further than 800m from nearest Local Centre.
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?	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Site is isolated from existing communities with limited opportunities to facilitate community integration.
How far is the nearest secondary school?	A = 1-3km	Amber. Northern edge of site is within 1km of Netherhall School with the remainder between 1 and 3km (Coleridge Community College, St Bede's Inter-Church Comprehensive School and Netherhall School)
How far is the nearest primary school?	City preference: R = >800m SCDC:	Amber. Site is between 1 and 3km from Colville Primary School, Fawcett Primary School, Queen Emma Primary School Stapleford Community Primary School, Spinney

	A = 1-3 km	Primary School, Morley Memorial Primary School, Queen Edith Community Primary School and Ridgefield Primary 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 is too small to support a new Local Centre by itself, but it could not be developed without the development of Site 911, which is much larger and would be able to support a Local Centre. The nearest Local Centre is Wulfstan Way, which is a relatively small Local Centre and greater than 800m away. The distance to Wulfstan Way and the potential size of the new population if sites 911 and 284 were brought forward would merit a new Local Centre, which 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 its Green Belt status).	G=No	Green: Site is not protected open space or has the potential to be protected
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 G=Yes	Not applicable
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	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: No obvious constraints that prevent the site providing minimum on-site provision.

facilities and achieve the minimum standards of onsite public open space provision?		
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber. Northern edge of site is within 1km of an employment centre with the remainder between 1 and 3km
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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green. Site in The Shelfords and Stapleford LSOA 8292: 3.62 and adjacent to Cherry Hinton LSOA 7960: 20.41 (within 40% most deprived LSOA) and Queen Edith's LSOA 7995: 3.99
Sustainable Transport		
Criteria	Performance	Comments
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: At present, and despite being close to the Babraham Road Park & Ride, the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.
How far is the site from an existing or proposed train station?	R = >800m	Red. More than 800 metres.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber - if a crossing over Cherry Hinton Rd provided and a link through the Park & Ride site, then through site CC911/CC929 to an improved Babraham Rd off-road path. Otherwise Red Red
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Babraham Park and Ride (99 service)
SCDC Sub-indicator:	10 minute service or better	Babraham Park and Ride (99

Frequency of Public Transport	(6)	service)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	21 minutes – (Babraham Park and Ride – Cambridge, Drummer Street)
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	4.14km ACF
Air Quality, pollution, contamination and noise		
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. Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required. More than 1000m from an AQMA, M11 or A14.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Adverse impact
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. The North of the site is close to Fulbourn Road and Limelink Road runs the western half of the site. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation
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:
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?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed	Amber: Part of this site is adjacent to an area of unknown filled land. This could be dealt with by condition.

	development	
Protecting Groundwater		
Criteria	Performance	Comments
<p>Would development be within a source protection zone?</p> <p>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.</p>	G = Not within SPZ1 or allocation is for greenspace	Green

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
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?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green. No.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green. No.
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	<p>Amber. There is extensive evidence for prehistoric and Roman activity in the area including finds of prehistoric date, ring ditch remains of Bronze Age burial mounds, cropmarks showing enclosures of probable late prehistoric and/or Roman date. The site is also bounded by a Roman road to the north. Further information would be necessary in advance of any planning application for this site.</p> <p>Results of pre- determination evaluation to be submitted with any planning application to inform a planning decision.</p>

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land.	Amber. Majority of site (15.5ha) on Grade 2 land with a small area on Grade 3.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red. No.
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber. No.
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	R = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation	Red. County Wildlife Site - Roadside verges of Limekiln Road & Worts Causeway are a County Wildlife Site as is Netherhall Farm. Local Nature Reserve – Adjoins Beechwoods LNR to south.
Does the site offer opportunity for green infrastructure delivery?	R = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.	Red. Site falls within an area identified for landscape scale habitat and green infrastructure enhancement in the 2011 Cambridgeshire GI Strategy. However, the proximity of this site to the Beechwood LNR is likely to represent a significant detrimental influence.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	R = Development would have a negative impact on existing features or network links incapable of appropriate mitigation	Red: -Presence of protected species - Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Protected road verges exist south of the site which may be impacted upon if road improvement schemes are needed. Opportunity for habitat linkage/enhancement/restoration – includes new woodland planting, new and reinforced hedgerows, buffering of and extensions to grassland habitats and the creation of new ponds.
Are there trees on site or	G = Site does not contain	Green. None in South

immediately adjacent protected by a Tree Preservation Order (TPO)?	or adjoin any protected trees	Cambridgeshire
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: -Site is not near to local facilities such as district / local centre & GP surgery. -Also scores badly on a local wildlife site, green infrastructure and biodiversity.
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red: Site with no significant development potential (significant constraints and adverse impacts)
Viability feedback (from consultants)	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>