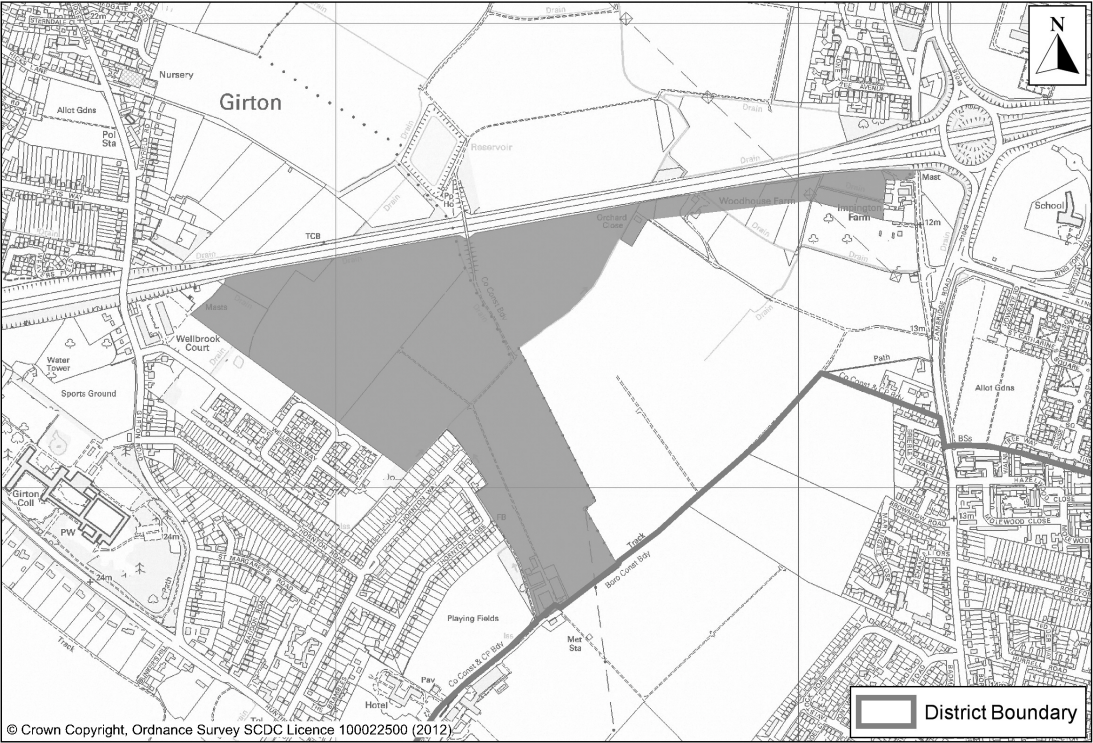


## **Site Assessments of Rejected Green Belt Sites for Broad Location 10**

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

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

<b>Site Information</b>	<b>Broad Location 10 Land between Huntingdon Road and Histon Road</b>
<b>Site reference number(s):</b> SC298 (part)	
<b>Site name/address:</b> Land south of the A14 and west of Cambridge Road	
<b>Functional area (taken from SA Scoping Report):</b> <i>City only (North)</i>	
<b>Photo:</b>	
<p><b>Map:</b></p> 	
<p><b>Site description:</b>          The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and small areas of woodland, lie to the north east and a hotel and playing fields for Anglia Ruskin University lie to the south west. The remaining land comprises large open agricultural fields, with views across western part of the site to the historic core of Cambridge.</p>	
<p><b>Current use(s):</b>          Primarily agriculture, and sports fields.</p>	
<p><b>Proposed use(s):</b>          Residential and commercial (approximately 2.9ha could be for commercial purposes where it adjoins Histon Road and the A14 junction).</p>	
<p><b>Site size (ha):</b> 80  <b>Assumed net developable area:</b> 8.98</p>	

<b>Assumed residential density:</b> 40dph		
<b>Potential residential capacity:</b> Between 360 and 447 dwellings (the representation refers to 447 dwellings)		
<b>Site owner/promoter:</b> Known		
<b>Landowner has agreed to promote site for development?:</b> Yes		
<b>Site origin:</b> Other (2012 Issues and Options consultation)		
<b>Relevant planning history:</b> The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. "The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. .... Some land could be released, retaining other parts to fulfil Green Belt purposes." The allocation of NIAB2 in the SSP Plan reflected the Inspectors' conclusions on Green Belt significance.		
<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance</b> (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	G = Flood risk zone 1	
Is site at risk from surface water flooding?	A = Medium risk	Site subject to surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?		
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site: 2.33km ACF	Amber: The site lies approximately 2300m from the historic Centre. The development site is large, open and gently sloping down towards the A14 to the north.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Development to the west of the site would lead to the merger of Girton with Cambridge. Development of the eastern part of the site would bring built

		development closer to Impington on the west of Histon Road. Retention of hedges and woodland and a set back of the development from Cambridge Road and the A14 would provide mitigation. Orchard Park to the east already being developed.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: Development of the site has the potential to significantly reduce the green setting for the city when viewed from the A14 opposite the site.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: Negative impact on views over the west of the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The development would impact on the existing soft green edge to the city. Views into the site to the east of the site are currently of farmland, hedgerows, woodland and farm buildings. To the west of the site the land is open with wide views of Girton to the west and Cambridge to the south. The existing soft green edge would be lost alongside the A14 where it would be replaced by a more formal green edge with landscaped soil bunds planted with trees and hedgerows. The soft edge would be retained to Cambridge Road. Whilst the character of the existing edge would not be retained, the landscape impact of a partial development of the site would be limited by a setback of development away from the A14 and Cambridge Road and retention of hedgerows and woodland.
Distinctive urban edge	G = Not present	Green
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor /	Green: The proposed development site would not

	significant opportunities for enhancement through creation of a new green corridor	affect Green Corridors.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: The development of the western part of the site would effectively connect Girton and Cambridge.
A landscape which has a strongly rural character	A = Medium and medium/minor impacts	Amber: The landscape is open and rural, despite adjoining the A14 to the north. The skyline is currently formed by hedges and trees with only limited development visible at Wellbrook Way.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development at this site would have significant negative impacts on the green belt purposes.
<b>Impact on national Nature Conservation Designations</b>		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
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:
<b>Impact on National Heritage Assets</b>		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
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: Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing. Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list.
<b>Part B: Deliverability and other constraints</b>		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Access would be onto internal roads in the NIAB1 and NIAB2 sites which will link to both Histon Road and Huntingdon Road. Highways Authority have concerns about how cycle provision would be dealt with.

Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber
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: The Highways Agency have not commented on this site. Regarding sites elsewhere close to the A14 they have commented that such sites are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. It can be expected that this development would generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
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: The phasing of development between Histon Road and Huntingdon Road if this site were to be allocated will need careful consideration of access

		points and the avoidance of construction traffic passing through residential areas.
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: Electricity - Significant reinforcement and new network required. Pylon line crosses the site.</p> <p>Mains water - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</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</p>

		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: After allowing for surplus school places, development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools. A full assessment will be required. Providing sufficient school capacity may have knock-on implications for the site area and floor space requirements of the primary and secondary schools planned for between Huntingdon Road and Histon Road.
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 majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner.  Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a WWTW* or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
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.
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<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: A new District or Local Centre is to be provided on the NIAB1 site.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: A new health facility is to be provided on the NIAB1 site.
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 can be master planned alongside the adjacent NIAB2 site, and benefit from services and facilities provided at both the NIAB sites.
How far is the nearest secondary school?	G = <1km or non-housing allocation or site large enough to provide new school	Green: A new school is to be built on the NIAB 2 site in South Cambridgeshire. The area of the school site may need to be increased to accommodate extra pupil numbers.
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	Amber/Green: 0.50km ACF – to site of new primary school on the Orchard Park site but across Histon Road, 0.58km ACF to the proposed school on the NIAB2 site,
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:
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected	G=No	Green:

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).		
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?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green: The landowners propose substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14.

### Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	1.52km 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?	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:

### Sustainable Transport

Criteria	Performance	Comments
G = High quality public transport service	Green:	G = High quality public transport service
R = >800m	3.47km ACF – to new Science Park Station from approximate centre of site.	R = >800m
G = Quiet residential street speed below 30mph, cycle	Green: Subject to there being good links from the	G = Quiet residential street speed below 30mph, cycle

lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.	development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way.	lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.
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	Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	266m ACF to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	20 minute service (Citi 8)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.33km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
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: Air Quality: The majority of the site is within SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional residential receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions

		<p>e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for a mixed residential / commercial development or a commercial / recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments including dispersion modelling will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. Any Air Quality Impact assessment should address not only the impacts in the immediate vicinity of the development but also the wider impacts on air quality within the AQMA including cumulative impacts with other developments in the area.</p> <p>On balance Env Health object to the allocation of residential development within the designated air quality management area until noise and air quality impact assessments can demonstrate with a reasonable degree of certainty that it will be technically possible and viable to avoid, mitigate or reduce noise and air quality impacts to prevent new development on site from contributing to or being put at unacceptable risk from, or being adversely affected by</p>
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		<p>unacceptable levels of air and noise pollution. Consideration of commercial/recreational use within this area may be given to those proposals that can demonstrate with a reasonable degree of certainty that it will be possible to mitigate potential impacts on air quality. The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account air quality issues. This report does not address short term exposure to PM10 or the impacts of such development on air quality.</p>
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>Amber: See above.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: NOISE: Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Histon Road lies immediately to the East.</p> <p>Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night. Noise likely to influence the design / layout and number / density of residential premises. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment.</p> <p>The majority of the site is likely to be old PPG 24 NEC C / D (empty site) for night: PPG24 advice "Planning permission should not</p>

		<p>normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise” or planning permission should be refused.</p> <p>Residential could be acceptable with high level of mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing A14 / Histon Road, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options along A14.</p> <p>It is preferable to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and or mitigate or reduce to minimum. Before any consideration is given to allocating the site for residential development, it is recommended that this noise threat / constraint is thoroughly investigated and assessed having regard to / in accordance with industry best practice / guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise</p>
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		attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account noise issues.
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:
Is there possible contamination on the site?	A = Site within or adjacent to an area with a history of contamination	Amber:

#### 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:
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 archaeological potential. The Iron Age ringwork Arbury

		<p>Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788).</p> <p>County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p>
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: All of the site under the control of the proposer is grade 2 land (note the area proposed for built development would be less than 20ha in area but not retained as agricultural land).
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No significant PDL on site.
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	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	Amber:



	capable of appropriate mitigation	
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: Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Badgers and Barn Owls also noted in submitted ecology survey.
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
<b>Any other information not captured above?</b>		
Electricity pylon line crosses eastern part of site which would constrain development if not sunk underground.		
Allotments gardens on eastern side of Histon Road are a 'Protected Village Amenity Area.		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red - Significant adverse impact on Green Belt purposes
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Noise and air quality constraints due to proximity to A14
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

## **Summary of Issues and Options 2012 comments on Broad Locations in the Green Belt**

Figure a. Map of broad locations



**Cambridge City Council, South Cambridgeshire District Council  
Issue and Options Consultation on Broad Locations in the Green Belt**

Question / options no.	SUMMARY OF REPS
<p>1. Land to the North and South of Barton Road (including land in both districts)</p> <p>City: Support: 4 Object: 91</p> <p>SCDC: Support:5 Object: 53 Comment: 6</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• The release of sensitive Green Belt land around Cambridge is not unprecedented e.g. North West Cambridge;</li> <li>• Suitable site for residential development with employment, shops, schools, services and open space provision (including a wildlife reserve and country park);</li> <li>• Could help meet development needs of Cambridge area including for affordable housing, such need has been exacerbated by the lack of development at Cambridge East;</li> <li>• Close to West Cambridge, housing development here would complement its employment floorspace;</li> <li>• The location would encourage sustainable modes of transport;</li> <li>• Low density, well landscaped, sensitive and high quality development acceptable.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• Substantial Green Belt release has only recently been sanctioned so further release should not be contemplated. There should be a settling in period of at least 10 years to allow for the impact of current developments on the edge of Cambridge to be assessed;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• The land is in a highly sensitive area of the Green Belt, which is important to the setting of the city and adjacent conservation area and forms an important approach to the city. Forms a vital part of the Quarter to Six Quadrant;</li> <li>• Forms part of the wider setting of the historic core of Cambridge and the large number of highly graded listed buildings within the core;</li> <li>• The site contains the remnants of the West Field and almost certainly contains archaeological remains dating at least as far back as the Roman occupation. New development would detract from the historic character of Cambridge;</li> <li>• Would destroy the last remaining vista of the historic core and the last remaining stretch of road into Cambridge not subject to urban sprawl;</li> <li>• The area is important for wildlife, including</li> </ul>

	<p>threatened species;</p> <ul style="list-style-type: none"> <li>• The area should not be designated for housing but for playing fields and recreation;</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful</li> <li>• Part of setting for Grantchester Meadows and Coton Country Park</li> <li>• Loss of a green lung for Cambridge which is easy to access on foot;</li> <li>• Loss of recreation facilities contrary to NPPF;</li> <li>• Would bring development closer to necklace villages;</li> <li>• Inadequate road infrastructure and capacity, Barton Road already heavily congested;</li> <li>• Development would make it harder to commute into Cambridge by car along Barton Road</li> <li>• Would bring more traffic through Grantchester</li> <li>• Impact on local services and facilities;</li> <li>• Land close to Bin Brook is subject to flooding and development could increase flood risk downstream;</li> <li>• Noise and air quality concerns close to M11;</li> <li>• Inadequate water supply to support development;</li> <li>• Site rejected in the past and nothing has changed to reduce the importance of the area;</li> <li>• Inadequate local infrastructure including schools.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• The QTSC should be preserved &amp; enhanced;</li> <li>• A limited area may be possible to develop if well landscaped.</li> </ul>
<p>2. Playing Fields off Grantchester Road, Newnham (includes land in both districts)</p> <p>City: Support: 1 Object: 69</p> <p>SCDC: Support:2 Object: 47 Comment: 4</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Could help meet development needs of Cambridge;</li> <li>• Low density, well landscaped, sensitive and high quality development acceptable.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• Substantial Green Belt release has only recently been sanctioned so further release should not be contemplated. There should be a settling in period of at least 10 years to allow for the impact of current developments on the edge of Cambridge to be assessed;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages)</li> <li>• New development would detract from the historic character of Cambridge</li> <li>• Harmful to Green Belt purpose of protecting the</li> </ul>

	<p>character and setting of a historic city, development in Green Belt villages would be less harmful;</p> <ul style="list-style-type: none"> <li>• The land is in a highly sensitive area of the Green Belt, which is important to the setting of the city and adjacent conservation area and forms an important approach to the city. Forms a vital part of the Quarter to Six Quadrant;</li> <li>• Would bring development closer to Grantchester</li> <li>• Harmful to tourism;</li> <li>• Impact on Grantchester Meadows;</li> <li>• Would lead to the loss of a green finger running into the centre of Cambridge;</li> <li>• Impact on local services and amenities;</li> <li>• Inadequate road infrastructure and capacity, Grantchester Road inadequate;</li> <li>• Would bring more traffic through Grantchester;</li> <li>• Could lead to the loss of the allotments, which represent an important facility for the community;</li> <li>• Would destroy the village feel of Newnham;</li> <li>• Would lead to unacceptable levels of traffic on Barton Road and Fen Causeway which are already heavily congested;</li> <li>• Development would make it harder to commute into Cambridge by car along Barton Road;</li> <li>• Flood risk to rugby club land, development could exacerbate flooding to neighbouring properties;</li> <li>• Inadequate water supply to support development;</li> <li>• Could increase flood risk downstream;</li> <li>• Inadequate road infrastructure and capacity;</li> <li>• Loss of playing fields should be resisted and is contrary to the NPPF;</li> <li>• The area is important for wildlife, including threatened species. The site forms an important wildlife corridor linking to the Backs and Grantchester Meadows;</li> <li>• Development of this site has been rejected in the past, and the reasons for this remain unchanged.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• The QTSC should be preserved &amp; enhanced;</li> <li>• Perhaps a small development away from the River would be acceptable.</li> </ul>
<p>3. Land West of Trumpington Road (includes land in Cambridge only)</p> <p>City: Support: 1 Object: 64</p> <p>SCDC: Support:3</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Could help meet development needs of Cambridge;</li> <li>• Well landscaped, sensitive and high quality development acceptable if away from river.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• The area forms a sensitive part of the Green Belt and should remain as such. It plays a very important part in the overall setting of the city and</li> </ul>

<p>Object: 43 Comment: 3</p>	<p>its rural edge is a vital characteristic of Cambridge that should be protected;</p> <ul style="list-style-type: none"> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages); and have a negative impact on the Southacre Conservation Area;</li> <li>• New development would detract from the historic character of Cambridge;</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful;</li> <li>• Would impinge on a Green Corridor and add to urban sprawl;</li> <li>• Site assessed previously and rejected, nothing has changed since then to alter that conclusion;</li> <li>• Impact on Grantchester Meadows, important green lung for residents and visitors;</li> <li>• Part of the setting to Grantchester, and Grantchester Meadows;</li> <li>• Loss of playing fields should be resisted and is contrary to the NPPF;</li> <li>• Loss of green separation between Cambridge and Trumpington;</li> <li>• The site forms an important part of the river valley wildlife corridor. The area is important for wildlife, including threatened species;</li> <li>• Development would lead to the loss of high quality agricultural land;</li> <li>• Additional road junctions required by development would damage appearance of tree lined approach to City;</li> <li>• The trees along Trumpington Road form part of a Woodland Wildlife Site;</li> <li>• Inadequate road infrastructure and capacity, Trumpington Road could not cope with the additional traffic generated by the development;</li> <li>• Inadequate water supply to support development;</li> <li>• Could increase flood risk downstream.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• The QTSC should be preserved &amp; enhanced</li> </ul>
<p>4. Land West of Hauxton Road (includes land in both districts)</p> <p>City: Support: 4 Object: 41</p> <p>SCDC: Support:7 Object: 50</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• There are exceptional circumstances;</li> <li>• Would be a sustainable development with 10.49 Ha of outdoor sports pitches, 8.65 hectare extension to Trumpington Meadows Country park a community stadium with a capacity of c8,000, indoor sports provision;</li> <li>• Logical extension to City without compromising neighbouring necklace villages. M11 forms a natural Southern boundary;</li> </ul>

Comment: 4

- Could help meet development needs of Cambridge;
  - Land already compromised by development;
  - Well landscaped sensitive development acceptable;
  - Good access;
  - Minimal landscape impact.
- OBJECTIONS:**
- No exceptional case exists to justify more Green Belt development;
  - No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);
  - New development would detract from the historic character of Cambridge;
  - Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful;
  - Development would conflict with the aim of having a "quality edge" on the southern approach to Cambridge;
  - Loss of landscaped foreground to the new city edge;
  - Highly visible site on rising ground;
  - Coalescence with Hauxton / Harston;
  - Development would adversely impact on the setting of the adjacent new country park, including Byrons Pool and the river;
  - Community Stadium not appropriate in this sensitive gateway location;
  - Involves loss of open space needed to form a positive southern boundary to the city, and buffer Trumpington Meadows from the motorway;
  - Would erode the amenity value of the Trumpington Meadows country park;
  - Inadequate water supply to support development;
  - Could increase flood risk downstream;
  - Would worsen traffic and make it harder to commute to work;
  - Inadequate road infrastructure and capacity;
  - Noise and air quality concerns close to M11;
  - Noise from the stadium,
  - Impact on local services and amenities including schools (Primary school at Trumpington Meadows incapable of extension);
  - New retail should be in city centre;
  - Allow new development to be completed and settled before more is contemplated.
- COMMENTS:**
- Minor development acceptable;
  - Broad Location 4 should include the WWTW at



	<p>Bayer Cropscience;</p> <ul style="list-style-type: none"> <li>• The QTSC should be preserved &amp; enhanced.</li> </ul>
<p>5. Land South of Addenbrooke's Road (includes land in both districts)</p> <p>City: Support: 7 Object: 30</p> <p>SCDC: Support:9 Object: 43 Comment: 5</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Logical extension to City without compromising neighbouring necklace villages. M11 forms a natural Southern boundary;</li> <li>• Would provide a employment-led, mixed-use neighbourhood in a sustainable location with 45 hectares of office/research and employment development (science park), 1,250 market, affordable and key worker dwellings, local shops and community facilities, a primary school, public open space, strategic landscaping, highways and other supporting infrastructure;</li> <li>• Could help meet development needs of Cambridge;</li> <li>• Would assist the delivery of high levels of employment growth in Cambridge;</li> <li>• Sustainable location high in development sequence established by 2003 Structure Plan;</li> <li>• Good transport network nearby;</li> <li>• Site is available and can be delivered in plan period;</li> <li>• Land already compromised by development, would not harm Green Belt purposes;</li> <li>• Well landscaped sensitive development acceptable;</li> <li>• Would allow for enhancement of nearby habitats and increased access to the countryside;</li> <li>• Yes, provided views maintained and clear separation between development and Great Shelford;</li> <li>• Potential for major growth which has little impact on character / townscape and landscape setting of city.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• Allow new development to be completed and settled before more is contemplated, area is already overdeveloped;</li> <li>• Planning inspectors have ruled Addenbrooke's Road is a sensible Green Belt boundary;</li> <li>• New development would detract from the historic character of Cambridge;</li> <li>• Would compromise planned Green Belt edge on Glebe Road;</li> <li>• Development south of Glebe Road rejected in earlier plans and nothing has changed since then;</li> </ul>

	<ul style="list-style-type: none"> <li>• Would lead to ribbon development;</li> <li>• Would lead to coalescence with Great Shelford;</li> <li>• Harmful impact on views of Cambridge from the Gogs;</li> <li>• Inadequate road infrastructure and capacity;</li> <li>• Inadequate local school places, services and facilities;</li> <li>• Would worsen traffic and slow ambulances going to Addenbrooke's Hospital;</li> <li>• Noise and air quality concerns close to M11;</li> <li>• Loss of amenity, open spaces and land for walking;</li> <li>• Could increase flood risk downstream.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Not as intrusive as other options</li> <li>• Minor development on non-elevated land would be acceptable</li> <li>• Not too bad, plenty of new housing going on nearby and decent roads</li> <li>• The southern limit of this site would need to be defined with care. If extended too far to the south it could swamp Great Shelford.</li> <li>• This is the better of the options, as it continues on from existing developments. However, it could cause congestion and the transport infrastructure would need to be improved to cope</li> </ul>
<p>6. Land South of Addenbrooke's Road between Babraham Road and Shelford Road (includes land in both districts)</p> <p>City: Support: 4 Object: 35</p> <p>SCDC: Support:6 Object: 37 Comment: 3</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Logical extension to City without compromising neighbouring necklace villages;</li> <li>• Could help meet development needs of Cambridge including affordable homes;</li> <li>• Would deliver new infrastructure to help serve existing uses;</li> <li>• Well landscaped sensitive development acceptable;</li> <li>• Yes, provided views maintained and clear separation between development and Great Shelford.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• New development would detract from the historic character of Cambridge;</li> <li>• Would lead to coalescence with Great Shelford;</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful;</li> <li>• No development south of the Addenbrooke's</li> </ul>

	<p>Access Road which is a clear Green belt boundary;</p> <ul style="list-style-type: none"> <li>• Undermine the new planned edge for the city;</li> <li>• Would create an isolated new community;</li> <li>• Used for recreation, important to preserve the unspoiled view of White Hill;</li> <li>• Harmful to views from the Gogs and Wandlebury;</li> <li>• Development should not encroach upon Nine Wells and to the land on either side of Granhams Road, which has landscape value;</li> <li>• Inadequate road infrastructure and capacity;</li> <li>• Would worsen traffic and slow ambulances going to Addenbrooke's Hospital;</li> <li>• Could constrain long term growth of the Biomedical Campus;</li> <li>• Would lead to ribbon development distant from existing communities;</li> <li>• Inadequate local school places, services and facilities;</li> <li>• Inadequate local school places, services and facilities;</li> <li>• Damage to biodiversity and Nine Wells Local Nature Reserve.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Not as intrusive as other options;</li> <li>• Minor development on non-elevated land would be acceptable;</li> <li>• Area between Shelford Road and Babraham Road is of high value landscape. Some small areas to the rear of Shelford Road could be developed with a tree belt edge continuing the boundary of the Clay Farm 'green wedge.</li> </ul>
<p>7. Land between Babraham Road and Fulbourn Road (includes land in both districts)</p> <p>City: Support: 5 Object: 38</p> <p>SCDC: Support:6 Object: 69 Comment: 3</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Logical extension to City without compromising neighbouring necklace villages;</li> <li>• Could help meet housing and employment development needs of Cambridge;</li> <li>• Deliverable in plan period;</li> <li>• Could provide for up to 4,000 new homes in a sustainable location close to the jobs at the Addenbrooke's Hospital, Marshalls and ARM;</li> <li>• Would allow for expansion of Peterhouse Technology Park;</li> <li>• Can provide significant open space and recreation areas;</li> <li>• Well landscaped sensitive development acceptable;</li> <li>• Already compromised;</li> <li>• Could minimise the starkness of Addenbrooke's;</li> <li>• Low lying land development would have less impact.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green</li> </ul>

	<p>Belt development;</p> <ul style="list-style-type: none"> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful;</li> <li>• New development would detract from the historic character of Cambridge;</li> <li>• Very important to the special character and setting of Cambridge as elevated with important views;</li> <li>• Majority of land is elevated with important views - development could not easily be screened from other vantage points;</li> <li>• Worts' Causeway and minor road over hill towards Fulbourn provide a well-used route for leisure access to countryside and development along this corridor would have a significant negative impact;</li> <li>• Harmful to setting and character of Fulbourn;</li> <li>• Contrary to the conclusions of earlier Green Belt studies and to those of the Inspector when considering proposals for housing at Netherhall Farm in 2006;</li> <li>• Important for amenity and recreation;</li> <li>• Impact on tranquillity of the countryside;</li> <li>• Impact on traffic;</li> <li>• Harmful to views from the Gogs and Wandlebury and of high landscape value;</li> <li>• Damage to biodiversity and Nature Reserves.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• The part of the area either side of Worts' Causeway which is on level ground would seem to be the most unobtrusive of all the sites.</li> <li>• Minor development on non-elevated land would be acceptable if the done with sensitivity to preserve the best of the landscape.</li> </ul>
<p>8. Land East of Gazelle Way (includes land in South Cambridgeshire only)</p> <p>City: Support: 7 Object: 15</p> <p>SCDC: Support: 7 Object: 64 Comment: 6</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Well landscaped sensitive development acceptable;</li> <li>• Could help meet development needs of Cambridge;</li> <li>• Little impact on character / townscape and landscape setting of city subject to landscape and woodland buffers;</li> <li>• Strong possibility provided a clear (green) corridor retained for Teversham village;</li> <li>• Would not involve views of the historic city;</li> <li>• Well landscaped sensitive development acceptable.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green</li> </ul>

	<p>Belt development;</p> <ul style="list-style-type: none"> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in Green Belt villages would be less harmful;</li> <li>• Loss of countryside, adverse impact on concept of a compact city;</li> <li>• Loss of rolling agricultural land with good views of Cambridge;</li> <li>• Would reduce the separation of Fulbourn from Cambridge which is already compromised by the Fulbourn and Ida Darwin Hospital sites, and Tesco, making retention of open land to the north more important;</li> <li>• Developing this land would turn Teversham into a suburb of Cambridge and destroy the character of the village;</li> <li>• Impacts of road network, local roads already congested;</li> <li>• Inadequate public transport to support development.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Hard to comment without knowing potential dwelling numbers;</li> <li>• Minimal impact on the setting of the city and good transport links. This would indicate Broad Location 8 as the least worst of the options;</li> <li>• Development would lead to merger with Fulbourn which should be avoided, however Teversham could be expanded north and eastwards considerably: there is little landscape value in that area.</li> </ul>
<p>9. Land at Fen Ditton (includes land in South Cambridgeshire only)</p> <p>City: Support: 4 Object: 22</p> <p>SCDC: Support:9 Object: 43 Comment: 6</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Sustainable location to provide much needed homes and/or employment for the Cambridge area;</li> <li>• Could provide a foot/cycle bridge over the river Cam to link to the Science Park and the new rail station;</li> <li>• Could help meet development needs of Cambridge including affordable housing;</li> <li>• Development would retain a strategic green edge along A14, thereby preserving openness of immediate area and wider landscaped setting of Cambridge;</li> <li>• Well landscaped sensitive development acceptable;</li> <li>• Little impact on character / townscape and landscape setting of city subject to landscape and woodland buffers.</li> </ul>

	<p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• Fen Ditton is a historic settlement, most of which has been designated a Conservation Area. Additional housing development of any size in this area would subsume Fen Ditton into the city;</li> <li>• Harmful to Green Belt purpose of protecting the character and setting of a historic city, development in (other) Green Belt villages would be less harmful;</li> <li>• Harmful to Green Belt purpose of maintaining rural setting of Fen Ditton;</li> <li>• Importance of Green Belt has been examined through South Cambridgeshire District Council Local Development Framework and through various planning applications, which have dismissed development as inappropriate.</li> <li>• Negative impact on East Cambridge road network, which is one of the most congested in the city;</li> <li>• Existing public transport links are minimal (2 buses a day) and unable to support an enlarged settlement travelling for employment;</li> <li>• The infrastructure could not support any further development.</li> <li>• Would lead to urban sprawl, Cambridge could accommodate more by building taller;</li> <li>• Inadequate roads and other transport links;</li> <li>• Would lead to congestion, existing traffic bottleneck at the bottom of Ditton Lane at peak times, and bus services are likely to be reduced in near future;</li> <li>• Unsustainable location, the only bus is about to be withdrawn, there is no village shop, the sewage system is overburdened and inadequate, and the B1047 already carries a heavy vehicular load;</li> <li>• Commons on the river corridor are essential open space for the city;</li> <li>• Noise from the A14;</li> <li>• Open and rural nature of land between Chesterton and Fen Ditton is highly prized and has been identified by local and city people as essential open space.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Hard to comment without knowing potential dwelling numbers;</li> <li>• Development might be possible if Fen Ditton village can be adequately protected and significant</li> </ul>
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	<p>improvements are made to the transport system</p> <ul style="list-style-type: none"> <li>• There must be a 'buffer zone' between development and the edge of the River to preserve rural character of the Green Corridor.</li> </ul>
<p>10. Land between Huntingdon Road and Histon Road (includes land in South Cambridgeshire only)</p> <p>City: Support: 8 Object: 14</p> <p>SCDC: Support:7 Object: 32 Comment: 5</p>	<p><b>ARGUMENTS IN SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Sustainable location for housing and employment development including strategic open space, transport, noise and air quality issues can be mitigated;</li> <li>• Best of the 10 Broad Locations, least effect on the landscape;</li> <li>• Could help meet development needs of Cambridge;</li> <li>• This land is not easily accessed for recreation and too close to the A14 to be really worth keeping as Green Belt;</li> <li>• Well landscaped sensitive development acceptable;</li> <li>• Little impact on character / townscape and landscape setting of city subject to landscape and woodland buffers.</li> </ul> <p><b>OBJECTIONS:</b></p> <ul style="list-style-type: none"> <li>• No exceptional case exists to justify more Green Belt development;</li> <li>• No need for development here, development can be accommodated elsewhere in Cambridge and South Cambridgeshire (in the City, at new settlements and in villages);</li> <li>• This land forms a buffer between the village of Girton and the City, without it Girton could be subsumed as a suburb to the city;</li> <li>• Development would have negative impacts on Girton;</li> <li>• Close to A14 so will not be a pleasant place to live;</li> <li>• Flood risk downstream, site could be used for a reservoir to serve the North-West developments</li> <li>• NIAB and NIAB2 have failed to provide strategic green infrastructure and allocation of this area for development would only compound the short-sighted decisions of the Councils regarding this area;</li> <li>• Loss of green corridor for wildlife.</li> </ul> <p><b>COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Hard to comment without knowing potential dwelling numbers;</li> <li>• This should be kept mostly as open space with some low density development;</li> </ul>





**Site Comments:**

<b>Site 057</b>	Proposed new settlement to the east of Cambourne. Impact on setting of listed buildings adjoining site. Environmental Health have concerns of impact of noise from A428 and adjoining industrial units. Would need to have a landscape buffer around development to ensure that separation retained from Cambourne and Highfields.
<b>Site 131</b>	Adverse landscape and townscape impacts. Affected by noise from the M11. Part of site within outer consultation zone of a hazardous installation.
<b>Site 135</b>	New settlement south of the A11, mostly in East Cambridgeshire District. Significant concerns regarding landscape, highways, infrastructure provision, accessibility, availability, achievability and deliverability
<b>Site 194</b>	Farmland north of the A428. Significant concerns regarding landscape. Some possible issues with noise from adjoining commercial / industrial site, Motocross site and traffic noise from the A428 and A1198 that should be capable of mitigation. A high voltage overhead electricity line runs through the middle of the site so there are possible electromagnetic fields concerns (EMFs). Development would have a direct impact on A428 with potential capacity issues. Significant new infrastructure would be required.
<b>Site 231</b>	New settlement north of Cambridge. Concerns regarding impacts on landscape, heritage assets, highways, infrastructure provision, and accessibility
<b>Site 238</b>	Proposed expansion of Cambourne. Concerns at impact on setting of listed buildings adjoining site. Environmental Health have concerns of impact of noise from A428 and adjoining industrial units which could be mitigated. Would need to have a landscape buffer around development to ensure that separation retained from Upper Cambourne and Highfields.
<b>Site 242</b>	Site already allocated in the Site Specific Policies Plan. Some concerns regarding landscape impact and achievability.
<b>Site 248</b>	New settlement east of A1301 and west of A11. Significant historic environment, townscape and landscape, and ecological impacts. (LB within, SAMs, LB & CAs around, CWS, SSSI & potentially protected biodiversity). Air quality & noise from traffic. Highways impact only manageable if development is self contained. Significant utility upgrades needed.
<b>Site 251</b>	The site wraps around Heathfield and part of the Imperial War Museum (IWM) complex. Duxford WWTW within site with 400m protection zone. Within Green Belt. Small part in Flood Zone 2. Significant impact on setting of IWM Conservation Area and numerous listed buildings. Noise and air quality concerns from Environmental Health due to proximity of M11 and A505 and adjoining industrial units. Scale of development would overwhelm Heathfield.
<b>Site 261</b>	The site is north of Barrington. Eastern part is former quarry with SSSI Barrington Pit. Minerals site safeguarded for chalk around quarry. Significant impact on setting of adjoining Conservation Areas and on prominent distinctive landscape - contrary to existing landscape character. Development would dominate all local villages.
<b>Site 265</b>	Farmland north of the A428. Significant concerns regarding landscape. Some possible issues with noise from adjoining commercial / industrial site, Motocross site and traffic noise from the A428 and A1198 that should be capable of mitigation. Development would have a direct impact on A428 with potential capacity issues. Significant new infrastructure would be required.
<b>Site 273</b>	Site already allocated in the Site Specific Policies Plan. Some concerns regarding landscape impact and achievability.
<b>Site 274</b>	Extension to Northstowe to NE. Most of southern part within FZ 2 & 3. Potential air quality, noise and land contamination - mainly related to traffic and Guided Busway, and possible malodour from sewage treatment works to west. Significant landscape & townscape impacts and poor relation to Northstowe across Guided Busway. Limited capacity on A14 and issues with B1050.
<b>Site 275</b>	Village extension to Westwick adjacent to Guided Busway. All within FZ 2 & 3. Significant heritage, landscape & townscape impacts. Potential land contamination and noise from Guided Busway - may not be able to mitigate and achieve good design (long narrow site). Limited capacity on A14.

**CAMBOURNE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Rural Centre

SHLAA Site Reference	Site 239	Site 303
Address (summary)	Land west of Lower Cambourne	Land at Cambourne
Site Size (gross ha)	150.88	8.08
Notional dwelling capacity	2,250	242
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	-	-
Landscape and Townscape impact	-	0
SHLAA site specific factors	+	+++
Accessibility to key local services and facilities (SA criteria 37)	+	+
Distance to key local services and facilities (SA criteria 38)	---	0
Accessibility to a range of employment opportunities (SA criteria 48)	0	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	+
Sustainable Development Potential		

<b>Site 239</b>	Located to the west of Cambourne. Some possible issues with noise from adjoining commercial / industrial site and traffic noise from the A428 and A1198 that should be capable of mitigation. Development would have a direct impact on A428 with potential capacity issues. Over 1,500 m from the centre of Cambourne, however the site could include some services and facilities of its own.
<b>Site 303</b>	Land within Cambourne Business Park, which is identified as an established employment area in the countryside. No landscape or townscape issues. Development would have an impact on the A428 with capacity issues.

**COTTENHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 003	Site 021	Site 054	Site 113	Site 123	Site 124	Site 125	Site 128	Site 129	Site 234	Site 241	Site 260	Site 263	Site 269	Site 316
<b>Address (summary)</b>	The Redlands, Oakington Road	Land rear of 69 High Street	Land rear of 335 High Street	Land behind Rampton Road / Oakington Road	Land off Histon Road	Cottenham Sawmills	Cottenham Sawmills	Land at Rampton Road	Land south of Ellis Close & east of Oakington Road	Land Long Drove and Beach Road junction	The Woodyard	Land at Oakington Road	Land rear of 34 - 46 Histon Road	Land adjacent to The Woodyard	Land to Rear of High Street
<b>Site Size (gross ha)</b>	2.87	0.76	10.00	26.61	0.83	1.35	1.35	9.77	4.40	1.63	1.22	4.90	1.04	1.42	7.02
<b>Notional dwelling capacity</b>	65	21	225	399	17	27	27	220	99	33	25	110	21	29	158
<b>SHLAA strategic considerations</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Green belt</b>	0	0	-	0	-	-	-	0	-	0	0	0	-	0	0
<b>SHLAA significant local considerations</b>	0	---	---	0	0	---	-	0	0	0	-	0	0	-	---
<b>Landscape and Townscape impact</b>	-	---	---	-	-	-	---	---	-	-	---	-	-	---	---
<b>SHLAA site specific factors</b>	+	---	---	+	+	---	---	---	+	+	---	+	+	---	-
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Distance to key local services and facilities (SA criteria 38)</b>	---	+	-	---	-	-	-	-	-	0	---	---	-	---	-
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	0	+	+	+	+	+	+	+	0	0	+	+	0	0
<b>Sustainable Development Potential</b>															

**Site Comments:**

<b>Site 003</b>	Land to south west of village. Site overlaps with site 113. Some adverse impact to the landscape setting.
<b>Site 021</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.
<b>Site 054</b>	Land to the south east of the village. Major adverse impacts on heritage assets and landscape setting. Adverse impact on Green Belt purposes.
<b>Site 113</b>	Land to the west of the village. Major adverse impact on landscape setting. Only part of the site suitable for development (formed from overlapping sites 003 and 260).
<b>Site 123</b>	Grassland site to the rear of a line of residential properties with long plots situated on the north western side of Cottenham. Adverse impact on Green Belt, townscape and landscape setting.
<b>Site 124</b>	Sawmill and paddock on the southern edge of the village. Adverse impacts to landscape setting and on Green Belt purposes. No primary school capacity, therefore new primary school places created by this site cannot be accommodated within the existing primary school.
<b>Site 125</b>	Sawmill and paddock on the southern edge of the village. Adverse impacts to landscape setting and on Green Belt purposes.
<b>Site 128</b>	Site to north west of Cottenham. Major adverse impact on landscape setting.
<b>Site 129</b>	Land to south west of village. Adverse impacts on Green Belt purposes and landscape setting.
<b>Site 234</b>	Pastoral site located adjacent to residential properties in Calvin Close on the eastern edge of Cottenham. Adverse impact on townscape and landscape setting.
<b>Site 241</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.
<b>Site 260</b>	Land to south west of village. Site overlaps with site 113. Some adverse impact to the landscape setting.
<b>Site 263</b>	Grassland site to the rear of a line of residential properties with long plots situated on the north western side of Cottenham. Adverse impact on Green Belt, townscape and landscape setting.
<b>Site 269</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.
<b>Site 316</b>	Site to the north of Cottenham, east of High Street. Major adverse heritage, townscape and landscape impacts - impact on several Grade II Listed Buildings, Conservation and loss of green backdrop.



**Site Comments:**

<b>Site 005</b>	Located on north-western edge of Great Shelford. Some possible issues with noise from training and competitive matches and entertainment events and artificial lighting at the adjacent Shelford Rugby Club. Some adverse impacts on Green Belt, townscape and landscape. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 031</b>	Located in the centre of Great Shelford. The site has planning permission for 13 dwellings.
<b>Site 033</b>	Site is to north of village. Used as allotments and is within the Green Belt. Site enclosed by mature hedgerows with trees. Significant loss of open space if developed. Adjacent to school, residential uses and paddocks.
<b>Site 041</b>	Located on eastern edge of villages. Significant adverse impacts on landscape and heritage assets.
<b>Site 139</b>	Site to north of village combining sites 140 and 141. Two paddocks enclosed by mature hedges and many protected trees. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 140</b>	Site to north of village. Eastern part of larger site 139. Paddock enclosed by mature hedges. Many protected trees with pond. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 141</b>	Site to north of village. Western part of larger site 139. Paddock enclosed by mature hedges and protected trees. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 145</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impacts on landscape, townscape, biodiversity and heritage assets.
<b>Site 146</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impact on landscape.



<b>Site 149</b>	Located on the north-eastern edge of Great Shelford. The site includes a very small area of Flood Zones 2, 3a and 3b. Some possible noise from adjacent Scotdales Garden Centre that would require further investigation. Significant adverse impact on townscape.
<b>Site 186</b>	The site on southern edge of village. Transport depot in commercial use. Third of site is within Flood Zone 2. Environmental Health have concerns of noise impact from adjoining railway line and neighbouring industrial units. Open views into countryside from south - impact on adjoining Conservation Area. Development could enhance townscape.
<b>Site 187</b>	Located in centre of villages. Redevelopment of garage and car sales site creating improvements to noise and townscape.
<b>Site 188</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impacts on landscape and townscape. Some possible noise impacts from adjacent garage use. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 205</b>	Located on the north-western edge of Great Shelford. Significant adverse impacts on the landscape and townscape, and settings of listed buildings and conservation area. The site is part of an Important Countryside Frontage.
<b>Site 207</b>	Located on the eastern edge of Great Shelford. Significant adverse impacts on the landscape and townscape, and some impacts on the Conservation Area. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 208</b>	Site on northern edge of village behind well established hedge. Rural character and relates to wider countryside being part of large arable field.
<b>Site 212</b>	Located on the eastern edge of Great Shelford. Some landscape and townscape impacts. Site access is reliant on securing an agreement with the adjoining landowner.
<b>Site 253</b>	Site on northern edge of village. Part of extensive arable field. Relates to wider countryside.
<b>Site 262</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impact on landscape and some impact on listed buildings.
<b>Site 305</b>	Land on the north eastern edge of Great Shelford to the rear of existing properties and bordering Hobson's Brook. The site is within the Green Belt and would have significant adverse impact on the surrounding landscape and townscape. Noise mitigation is likely to influence the design / layout and number / density of residential dwellings.





**Site Comments:**

<b>Site 006</b>	Small 'L' shaped site to north east of Impington. Significant heritage, townscape and landscape impacts - forms part of the setting of Grade I Listed church and Conservation Area. ICF looks out across site. Contains filled land and reported local flooding nearby.
<b>Site 013</b>	Site to north west of Histon with tenuous link to village framework. Significant heritage, townscape and landscape impacts - immediately to rear of 2 LB. Noise from Unwins Industrial estate to NE unlikely to be mitigatable. Highway access unsuitable.
<b>Site 046</b>	Triangular industrial site, no longer in use, to south west of Impington. Opportunity to improve site and setting on edge of Green Belt, but loss employment site. 1/4 site Flood Zones 2 & 3. No link to adopted highway but discussions ongoing with highway authority and landowner. Some utility upgrades required.
<b>Site 053</b>	Site comprises long rear gardens on eastern edge of Histon. Some adverse heritage, townscape and landscape impact, but smaller scale development may be possible. Small part of site in Flood Zones 2 & 3. Highway concerns over suitable access. Some utility upgrades required.
<b>Site 112</b>	Site north of Impington Lane. Some adverse heritage, townscape and landscape impacts, but smaller scale development possible. Small part Flood Zones 2 & 3. Possible contaminated land and local flooding nearby. Some utility upgrade required.
<b>Site 114</b>	Site north of Impington Lane. Some adverse heritage, townscape and landscape impacts, but smaller scale development possible. Small part Flood Zones 2 & 3. Possible contaminated land and local flooding nearby. Access only via adjoining site 112. Some utility upgrade required.
<b>Site 133</b>	Large site on north eastern edge Histon. Some adverse townscape and landscape impacts - clear edge and rural character. Air quality and noise issues, but mitigatable. Some utility upgrades required.
<b>Site 227</b>	Site to south west of Impington. 4/5ths site in Flood Zones 2 & 3. Significant Green Belt impact. Some adverse impact on townscape and landscape. No link to adopted highway but highway authority are in communication with the landowner of the SCA Packaging Ltd site at present to provide a connection to the public highway. Some utility upgrades required.
<b>Site 306</b>	Site west of the B1049, to the north of Histon. Within Green Belt. Some adverse heritage, townscape and landscape impacts, but smaller scale of development possible. Main issue is inadequate site access.
<b>Site 308</b>	Site within the village framework, immediately to the south of Guided Busway. Potential for traffic noise, which will need investigating and may influence the design, but it should be possible to mitigate. Site in disrepair and redevelopment could improve the site and setting.
<b>Site 336</b>	Site on the south western edge of Impington, within the Green Belt. Important part of the separation with Cambridge. Close to A14 and partly within AQMA. It is not clear whether appropriate access can be secured. Some utility upgrades needed.



**Site Comments:**

<b>Site 023</b>	Small field on western edge of village. Within flood zone 2.
<b>Site 044</b>	Open field on western approach to the village between it and the A1301. Most in flood zone 2, one third within flood zone 3. Significant impact on landscape setting incapable of mitigation due to proximity of the A1301.
<b>Site 076</b>	Land to east of the village. Potential to improve harsh village edge. Concerns from Environmental Health regarding noise issues from adjoining employment site for residential amenity and extent to which these could be mitigated.
<b>Site 116</b>	Enclosed field to south of village. Not in Green Belt. Within flood zone 2. Some adverse impact on landscape and townscape which could be partially mitigated. Close to village services and facilities.
<b>Site 126</b>	Land to north of the village. Significant adverse impacts on Green Belt purposes and landscape setting. Most of site within 400m of WWTW.
<b>Site 153</b>	Employment premises on a larger employment site. Concerns from Environmental Health regarding noise issues and residential amenity and extent to which these could be mitigated.
<b>Site 154</b>	Employment premises on a larger employment site. Concerns from Environmental Health regarding noise issues and residential amenity and extent to which these could be mitigated.
<b>Site 178</b>	Fields to east of the village. Potential to improve harsh village edge provided setting of Sawston Hall is respected. Main vehicular access to be from Babraham Road.
<b>Site 230</b>	Enclosed field to west of village, all in flood zone 2. Some adverse impacts on landscape and townscape but at least partially capable of mitigation.
<b>Site 252</b>	Land to north of the village. Significant adverse impacts on Green Belt purposes and landscape setting. All of site within 400m of WWTW.
<b>Site 258</b>	Land to south of Babraham Road. Potential to improve landscape setting by replacing harsh village edge.

**SAWSTON (part 2)**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Rural Centre

SHLAA Site Reference	Site 310	Site 311	Site 312	Site 313
Address (summary)	Dales Manor Business Park	Land north of White Field Way	Former Marley Tiles Site, Dales Manor Business Park	Land north of Babraham Road
Site Size (gross ha)	2.06	6.60	10.70	3.64
Notional dwelling capacity	62	88	214	109
SHLAA strategic considerations	0	-	0	-
Green belt	0	-	0	-
SHLAA significant local considerations	---	0	-	-
Landscape and Townscape impact	0	0	0	0
SHLAA site specific factors	-	+++	+	+
Accessibility to key local services and facilities (SA criteria 37)	+	+	+	+
Distance to key local services and facilities (SA criteria 38)	---	---	---	---
Accessibility to a range of employment opportunities (SA criteria 48)	+	0	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0	0	0
Sustainable Development Potential				

**Site Comments:**

<b>Site 310</b>	Part of the Dales Manor Business Park. Site access only through existing business park. Some noise concerns. Site only capable of residential development as part of a comprehensive scheme including site 312 which would provide a safe access and reduced noise impacts.
<b>Site 311</b>	Land north of White Field Way. Green Belt and landscape impacts can be mitigated by avoiding built development in the field adjacent to the A1301. Relatively distant from the services and facilities in the village centre.
<b>Site 312</b>	Western part of the Dales Manor Business Park. Proposed comprehensive redevelopment with new business employment development to the east and a new road access junction to south. Loss of employment land. Some noise concerns. Relatively distant from the services and facilities in the village centre.
<b>Site 313</b>	Land north of Babraham Road to east of the village. Green Belt and landscape impacts capable of mitigation by creation of a new soft green edge to the east. Some noise concerns. Relatively distant from the services and facilities in the village centre.



**Site Comments:**

<b>Site 059</b>	Located on the eastern edge of the village. Eastern part of the site overlaps with site 219. Small areas of Flood Zones 2, 3a and 3b. Significant adverse impacts on townscape, landscape, and settings of listed buildings and the Conservation Area.
<b>Site 066</b>	Located on the eastern edge of the village and forms part of the separation between Bassingbourn and Kneesworth. Significant adverse impacts on landscape, townscape and the settings of listed buildings.
<b>Site 078</b>	Located on the southern edge of the village. Small area within Flood Zones 2, 3a and 3b. Some adverse impacts on townscape and landscape, and settings of the listed buildings and Conservation Area.
<b>Site 085</b>	Located on the northern edge of the village. Approximately a quarter of the site is within Flood Zones 2, 3a and 3b. Some adverse impact on the townscape and landscape.
<b>Site 219</b>	Located on the eastern edge of the village. Southern part of the site overlaps with site 059. Very small areas of Flood Zones 2 and 3a. Landscape and townscape impacts can be partially mitigated by reducing the site size to retain a green / countryside area around the historic core of the village and links to the open countryside. Suitable access to the revised site would need to be agreed with the Highways Authority.
<b>Site 220</b>	Located on the western edge of the village. Significant adverse landscape and townscape impacts. The site is part of an Important Countryside Frontage.
<b>Site 291</b>	Small site located on the southern edge of the village. Significant adverse impacts on landscape and townscape.
<b>Site 324</b>	Small areas of the site are in Flood Zones 2, 3a and 3b. Near to a number of listed buildings and is within the Conservation Area, therefore development would have an adverse impact on their settings. Significant adverse impact on the landscape and townscape.





**Site Comments:**

<b>Site 004</b>	Garden area to north of the village.
<b>Site 079</b>	Field to north of houses fronting onto West Street. Adverse impacts on Listed Buildings and landscape setting.
<b>Site 080</b>	Field to north of houses fronting onto West Street. Adverse impacts on Listed Buildings and landscape setting. Access only possible through site 079.
<b>Site 087</b>	Field to south of Swaynes Lane. Loss of countryside views. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Buildings.
<b>Site 088</b>	Field to south of Swaynes Lane. Loss of countryside views. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Buildings.
<b>Site 110</b>	Land west of Birdlines Manor Farm. Adverse impact on Green Belt purposes, landscape setting and setting of Listed Buildings. Not linked to the adopted public highway.
<b>Site 158</b>	Field to north of village. Adverse impact on Green Belt purposes and landscape setting.
<b>Site 181</b>	Enclosed field to west of Green End. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Building setting.
<b>Site 255</b>	Field to east of village. Byway to edge. Adverse impact on Green Belt purposes and Listed Building setting. Not linked to the adopted public highway.
<b>Site 326</b>	Land adjacent to Comberton (in Toft Parish). Limited adverse impact on Green Belt purposes provided boundary landscaping is maintained.



**Site Comments:**

<b>Site 093</b>	Field on southern edge of village. Some heritage concerns but should be capable of mitigation.
<b>Site 117</b>	Industrial site in heart of the village. Potential to improve townscape and remove noise nuisance.
<b>Site 168</b>	Field on the western edge of the village. Site access concerns. Adverse impacts on landscape setting.
<b>Site 170</b>	Field on the western edge of the village. Adverse impacts on landscape setting and setting of Listed Buildings.
<b>Site 171</b>	Field on northern edge of village. Requires extensive landscape creation.
<b>Site 172</b>	Site to east of the village. Adverse impacts on landscape setting, Conservation Area and setting of Listed Buildings.
<b>Site 173</b>	Prominent field on southern edge of village. Former landfill site. Adverse impacts on landscape setting and setting of Listed Buildings.
<b>Site 174</b>	Field on western edge of village. Adverse impacts on landscape setting, and townscape, and significant adverse impacts on setting of Listed Buildings.

**GIRTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 018	Site 143	Site 144	Site 177	Site 203	Site 240
<b>Address (summary)</b>	Town End, Duck End	Land at Cockerton Road	Land at Doford Lane / High Street	Land off Oakington Road	Land off Duck End	Land at Littleton House, High Street
<b>Site Size (gross ha)</b>	0.37	0.63	3.50	3.12	3.41	2.58
<b>Notional dwelling capacity</b>	8	13	2	47	51	50
<b>SHLAA strategic considerations</b>	0	0	-	-	0	-
<b>Green belt</b>	---	-	-	-	---	-
<b>SHLAA significant local considerations</b>	---	-	---	---	---	---
<b>Landscape and Townscape impact</b>	---	-	---	-	---	---
<b>SHLAA site specific factors</b>	---	+	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	0	+++	+++	+	0	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+++	+	+++	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+++	+++	+++	+++	+++	+++
<b>Sustainable Development Potential</b>						

**Site Comments:**

<b>Site 018</b>	Site to south west of Girton. Significant Green Belt, heritage, townscape and landscape impacts. Suitable access cannot be achieved. Significant utility & service upgrades required.
<b>Site 143</b>	Site to north east of Girton. Adverse heritage, townscape and landscape impacts - setting of Grade II* church. Filled land. Significant utility & service upgrades required.
<b>Site 144</b>	Site to north of Girton. ICF to road frontage to east. 1/3 Flood Zones 2 & 3 to west. Noise from pub & A14, & nuisance from golf club car park (lighting). Significant utility & service upgrades required.
<b>Site 177</b>	Site on northern edge Griton. 1/2 Flood Zones 2 & 3. Pylons cross site. Possible noise & malodour from farms. Land forms setting & separation of village from commercial units to north. Significant utility & service upgrades required.
<b>Site 203</b>	Site to south west of Girton. Significant Green Belt, heritage, townscape and landscape impacts but smaller scale development may be possible. Highway Authority has concerns with regards to the intensification of Wash Pit Road. Significant utility & service upgrades required.
<b>Site 240</b>	Site to west of High Street. Significant heritage, townscape and landscape impacts - adjacent LB. Sewage filter beds on site. No highway access.



**Site Comments:**

<b>Site 037</b>	Large to south of Cambridge Road between Cambridge and Fulbourn set in rolling landscape. Significant Green Belt, heritage (surrounds LB), townscape and landscape impacts. Possible air quality, noise and malodour issues. Highway capacity issues & significant upgrades needed to utilities and schools.
<b>Site 038</b>	Land north of Cambridge Road set in rolling landscape. Significant Green Belt (separation), townscape and landscape impacts and part of setting of Conservation Area. Possible land contamination, noise and local flooding issues. Significant upgrades needed to utilities and schools.
<b>Site 074</b>	Site is on north east edge of Fulbourn. Northern boundary is railway line with countryside beyond. In Green Belt. Adverse impact on setting of Conservation Area and listed buildings. Result in loss of land with rural character. Environmental Health concerned by noise impact from railway line and adjoining industrial units but mitigation possible. Two reports of local flooding on Station Rd. Concerns by Highway Authority at having access to site so near level crossing.
<b>Site 108</b>	Land to east of Hinton Road set in rolling landscape. Significant Green Belt, heritage, townscape and landscape impacts. Possible noise issues. Significant upgrades needed to utilities and schools.
<b>Site 109</b>	Land either side of Hinton Road set in rolling landscape. Significant Green Belt (separation), heritage, townscape and landscape impacts. Possible noise issues. Significant upgrades needed to utilities and schools.
<b>Site 136</b>	Site is on the eastern edge of Fulbourn - two enclosed fields adjacent to Recreation Ground. In Green Belt. Significant adverse effect on landscape and townscape setting of Fulbourn. Would extend built form of eastern edge of village. Impact on setting of listed buildings within a rural backdrop.
<b>Site 162</b>	Site located on northern edge of Fulbourn south of railway line. White land - not Green Belt. Site comprises two enclosed fields. Environmental Health have concerns about noise impact from adjoining industrial uses and railway line. High water table so site has had serious flooding.
<b>Site 213</b>	Site is on the eastern edge of Fulbourn. In Green Belt. Significant adverse effect on landscape and townscape setting of Fulbourn. Would extend built form of eastern edge of village. Impact on setting of listed buildings within a rural backdrop.
<b>Site 214</b>	Site is grass field on eastern edge of Fulbourn. In Green Belt. Adjacent to the village hall, recreation ground and scout hut. Concerns about noise impact from recreation area and skatepark. Significant adverse effect on landscape and townscape setting of Fulbourn because it would reduce transitional area including the recreation ground on this edge of village.
<b>Site 245</b>	Land south west of Fulbourn, set in rolling landscape. Significant Green Belt, heritage, townscape and landscape impacts, but potential for small development. Possible noise and local flooding issues. Significant upgrades needed to utilities, schools and sustainable travel.
<b>Site 335</b>	Site on the north western side of Fulbourn, within the village framework. Potential for land contamination, noise and odour, which it may not be possible to mitigate. Impact on townscape character - within an area of semi-rural and low density character. Too small to allocate without additional land.





**Site Comments:**

<b>Site 015</b>	Site located within village along residential road. Consists of large house and gardens. Adverse impact on Conservation Area and setting of listed buildings. Mitigate by lower density and design of existing hedges and trees into development.
<b>Site 032</b>	The site is arable field on the eastern edge of village south of Horseheath Road. Hedges enclose the site to north and east. Residential properties to west and south. Significant impact on landscape part of the open undulating farmland that extends eastward from the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 101</b>	Site on northern edge of village. Land rises towards Rivey Hill. Significant impact on landscape setting of village. Environmental Health concerned of noise impact of adjoining scrapyard. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 102</b>	Field on eastern edge of village part of open countryside setting of village and impact on approach into Linton. Significant impact on setting of listed building. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 103</b>	Large arable field on eastern edge of village. Adverse impact on landscape setting of Linton - part of views from centre of village to Rivey Hill. Impact on setting of Conservation Area and listed buildings. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 104</b>	Site on eastern edge of village part in river flood zone 2. Adverse effect on setting of Conservation Area due to the prominence of the site across the valley and on approach to Linton. Major adverse effect on countryside setting of Barham Hall (Grade II*). Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 120</b>	Large site to east of village made up of 8 arable fields. Small part of site in Flood zone 2. Highly significant impact on landscape setting of Linton since fields all on edge and significant impact on views from historic centre and long views across village. Impact setting of numerous listed buildings. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 152</b>	Site is south of the A1307. Has a warehouse and commercial buildings -some vacant. Environmental Health concerns at noise impact from adjoining industrial users and adjoining A1307. Adverse impact on listed building adjoining site.
<b>Site 197</b>	Site located on northwest edge of village partly in flood zone 2. Southern part of site within safeguarding area for Linton WWTW. Major adverse impact on setting of Little Linton - Grade II listed. Significant impact on landscape setting since on lower slopes of Rivey Hill. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 198</b>	Site is on northeastern edge of village. Hedges enclose site. It is in a prominent location part of the open network of fields that form the rural setting of Linton. Limited impact on setting of historic core.
<b>Site 199</b>	Site is arable field on the eastern edge of village. Hedges enclose fields. Site is prominently located part of the rolling countryside that is an important part of the landscape setting of Linton. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 200</b>	Site is on southern edge of village south of the A1307. Arable field with some agricultural buildings to south. Adverse impact on adjoining listed buildings. Environmental Health concerned at noise and odour impacts from A1307 and petrol station. Site has a rural character and is in a prominent location in terms of views into and out of the historic centre of the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 201</b>	Site situated on the southern edge of village. Immediately to the north is the historic centre with the Grade I Listed church of St Mary's - significant impact on listed building and Conservation Area. Third of site in flood zone 3. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 276</b>	Site is north of an exception site for housing. Part of a large arable field. Significant impact on landscape setting of village. Impact on views from the historic centre and ones across the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 318</b>	Sites around the eastern edge of Linton, previously considered as part of larger SHLAA site 120. Significant historic, townscape and landscape impacts that cannot be mitigated due to undulating landscape and impact on Conservation Area and Listed Buildings. Highway concerns which may only be possible to mitigate with substantial development.

**MELBOURN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 130	Site 176	Site 235	Site 320	Site 331
<b>Address (summary)</b>	Land rear of Victoria Way, off New Road	East Farm	36 New Road	Land to the east of New Road	East Farm
<b>Site Size (gross ha)</b>	2.29	2.83	0.71	9.13	2.83
<b>Notional dwelling capacity</b>	52	60	14	203	64
<b>SHLAA strategic considerations</b>	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	0	0	0	-	-
<b>Landscape and Townscape impact</b>	0	---	0	-	-
<b>SHLAA site specific factors</b>	+++	---	+++	+	+
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	0	0	0	0	0
<b>Distance to key local services and facilities (SA criteria 38)</b>	-	-	-	0	-
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+++	+++	+++	+++	+++
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+	+	+
<b>Sustainable Development Potential</b>					

<b>Site 130</b>	Land to r/o Victoria Way on south side of village. Site screened by hedgerows and woodland strip to the south.
<b>Site 176</b>	Derelict orchard and farm buildings on south side of village. The impact of development would be adverse and only capable of partial mitigation by retention of trees and hedges on the boundary and wherever possible on the remainder of the site
<b>Site 235</b>	Narrow long rear garden of existing bungalow to south side of village. Well screened by hedgerows and woodland strip to south.
<b>Site 320</b>	Land east of New Road to south of the village. Significant landscape impacts capable of mitigation by restricting built development to the north of the site adjoining the village and creation of a new soft green edge to the south.
<b>Site 331</b>	Orchard to south of village. Significant landscape impacts unless developed with site 320 which would allow for effective mitigation by restricting development to land adjoining the village and through creation of a new soft green edge to the south.

**MILTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 094	Site 132	Site 266	Site 327	Site 334
Address (summary)	Land East of Chesterton Fen Road	Former EDF Depot & Training Centre, Ely Road	Cave Industrial Estate, Chesterton Fen Road	Land west of A10	Fen Road
Site Size (gross ha)	1.4	8.53	1.67	9.54	1.74
Notional dwelling capacity	25 pitches	128	35 pitches	215	63
SHLAA strategic considerations	-	0	-	-	0
Green belt	-	-	0	---	0
SHLAA significant local considerations	---	0	---	---	---
Landscape and Townscape impact	-	0	-	---	0
SHLAA site specific factors	---	+	---	---	0
Accessibility to key local services and facilities (SA criteria 37)	+++	-	+++	-	+++
Distance to key local services and facilities (SA criteria 38)	---	+	---	-	-
Accessibility to a range of employment opportunities (SA criteria 48)	+++	+	+++	+++	+++
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+	+	+++	+++
Sustainable Development Potential	---	+	---	---	---

**Site Comments:**

<b>Site 094</b>	Site east of Chesterton Fen Road, on the north-eastern outskirts of Cambridge. Part of larger area identified for Gypsy and Traveller pitches ('saved' LP CNF/6). Close to railway & new railway station proposal & within industrial area - possible noise, vibration & land contamination. Within Green Belt, adverse landscape & townscape impacts. Significant utility upgrades required to electricity and gas. The eastern part of the site (approximately a third of the site) is within Flood Zone 3, caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be allocated in Flood Zone 3.
<b>Site 132</b>	Site has planning permission for 89 dwellings. Affects setting of several Listed Buildings, Important Countryside Frontage, TPOs. Loss employment but improvement to site. Development generally limited to previously developed part of site only. Historic gardens to be protected.
<b>Site 266</b>	Site west of Chesterton Fen Road, on the north-eastern outskirts of Cambridge. Part of larger area identified for Gypsy and Traveller pitches ('saved' LP CNF/6). Adjacent to railway & new railway station proposal & within industrial area - possible noise, vibration & land contamination - unlikely that noise and vibration can be satisfactorily mitigated. Neutral / adverse landscape & townscape impacts - within built up area but would result in residential within industrial area. Significant utility upgrades required to electricity and gas.
<b>Site 327</b>	Land to the west of Milton, adjacent to the landfill site and Park & Ride. Odour and noise issues from the adjacent uses that cannot be adequately mitigated. Significant adverse impacts on landscape and townscape as proposal is for significant level of development within the countryside.
<b>Site 334</b>	Site on the north eastern outskirts of Cambridge currently allocated for Gypsy and Traveller pitches. Adjacent to railway and area proposed for new station - noise impacts. Sits between a caravan park and industrial units - residential would be out of character. Significant upgrades to utilities required, including electricity and gas.

**PAPWORTH EVERARD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 151	Site 196	Site 321
<b>Address (summary)</b>	Papworth Hospital	Land east of Ridgeway and north of Old Pine Way	Land at The Ridgeway
<b>Site Size (gross ha)</b>	5.23	81.77	11.12
<b>Notional dwelling capacity</b>	118	981	167
<b>SHLAA strategic considerations</b>	0	-	0
<b>Green belt</b>	0	0	0
<b>SHLAA significant local considerations</b>	+	-	-
<b>Landscape and Townscape impact</b>	+	---	---
<b>SHLAA site specific factors</b>	-	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	0	0	0
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	0	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	0	0
<b>Sustainable Development Potential</b>			

<b>Site 151</b>	Papworth Hospital. Scope to improve setting of Listed Buildings and character of the Conservation Area. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 196</b>	Located to north and east of the village. Significant adverse impacts on landscape setting. A small part of the site is within the safeguarding area for the Papworth Everard Sewage Treatment Works, within which there is a presumption against development that would be occupied by people.
<b>Site 321</b>	Located on the north-eastern edge of Papworth Everard. Significant adverse impact on the landscape, as the site is located on a ridge and therefore any built development would be a prominent, harsh edge to the village in the wide views across the undulating arable fields.



**Site Comments:**

<b>Site 008</b>	East of Middlewatch. Significant heritage, townscape and landscape impacts - adjacent to several LB. Possible noise from adjacent business centre. Unsuitable highway access. Utility & services require upgrade.
<b>Site 048</b>	East of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Utility & services require upgrade.
<b>Site 049</b>	Very large site to east of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Scale out of proportion to village and character of linear / rural. North eastern part within Flood Zones 2 & 3. Air quality & noise issues from scale of development, and noise and malodour from farm. A14 capacity issues. Utility & services require significant upgrade.
<b>Site 050</b>	East of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Utility & services require upgrade.
<b>Site 065</b>	Site adjacent to Secondary School on west. Adverse townscape and landscape impacts - exposed site. A14 capacity issues. Utility & services require upgrade.
<b>Site 071</b>	Large site wrap around north west. Significant townscape and landscape impacts - exposed site and difficult to integrate remaining non-flood land into townscape. Large part middle of site Flood Zone 3, majority of rest Flood Zone 2. A14 capacity issues. Utility & services require upgrade.
<b>Site 083</b>	Site adjacent to Secondary School to south. Adverse townscape and landscape - dense vegetation / rural & intimate character. Possible smaller scale development. A14 capacity issues. Utility & services require upgrade. 3 landowners.
<b>Site 179</b>	Site to the south east of Market Street. Whole site Flood Zone 3. Significant heritage, townscape and landscape impacts. Noise and odour from scrap yard and sewage pumping station. No highway access. Utility & services require upgrade.
<b>Site 250</b>	Site to north west, adjacent to nationally important SAM. Significant heritage, townscape and landscape impact. Small part Flood Zone 2. Unsuitable highway access - upgrade would be detrimental to rural character. Utility & services require upgrade.
<b>Site 287</b>	Site to the west. Majority Flood Zone 2. Adverse townscape and landscape impact - very exposed site. A14 capacity issues. Utility & services require upgrade.





**Site Comments:**

<b>Site 001</b>	Small site on east of village up to railway line. 1/2 site in Flood Zone 2. Noise & vibration from railway. Some adverse townscape and landscape impact. No direct link to highway - ransom strip. Some utility upgrades required.
<b>Site 019</b>	Site to the east of village adjacent to railway line. Majority of site Flood Zones 2 & 3. Some adverse townscape and landscape impact, but smaller scale development may be possible. Noise & vibration from railway, noise & odour from farm & workshop. Access may be unsuitable next to rail crossing. Some utility upgrades required.
<b>Site 043</b>	Noise A10. Adverse townscape and landscape impacts. No suitable highway access.
<b>Site 089</b>	Adverse townscape and landscape - separation with barracks.
<b>Site 090</b>	Adjacent LB / townscape /landscape impact.
<b>Site 091</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 142</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 155</b>	Townscape / landscape - separation with barracks. Multiple owners.



**Site Comments:**

<b>Site 189</b>	Adverse townscape and landscape - separation with barracks.
<b>Site 190</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 202</b>	Significant GB & poor relationship to built area. But possible to develop Cambridge Road frontage.
<b>Site 206</b>	Noise & malodour from farm.
<b>Site 270</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 322</b>	Site north of Bannold Road, in the green separation between the vilage and Barracks. Some adverse townscape and landscape impacts, but smaller scale development possible.
<b>Site 337</b>	Site on north eastern side of Waterbeach. Provides separation between village and barracks which it is important to retain. A smaller scale of development may be possible if the drainage issues can be adequately addressed.
<b>Site 338</b>	Site on north eastern side of Waterbeach. Provides separation between village and barracks which it is important to retain. A smaller scale of development may be possible if the drainage issues can be adequately addressed.



**Site Comments:**

<b>Site 045</b>	Landscape impact - loss small intimate field.
<b>Site 047</b>	2/3 FZ 2 & 3 - remaining land not relate well to townscape. Noise Aspinalls Yard. May not achieve suitable access.
<b>Site 058</b>	Most site FZ3
<b>Site 157</b>	Significant heritage / townscape / landscape impacts. No highway access - negotiations agreed with adjoining landowner. Owned by 6 landowners.
<b>Site 204</b>	2 LB within site. Significant heritage, townscape & landscape impact but may be possible for much smaller scale of development in south of site to deliver improvements. Multiple owners and no agreement.
<b>Site 259</b>	Slightly raised land in relationship to adjoining.
<b>Site 279</b>	Noise from adjoining nursery business. Townscape / landscape impact from long narrow site.
<b>Site 323</b>	Site north of Rook Grove, wholly within flood zone 3. Adverse heritage, townscape and landscape impacts. No safe access.

**BALSHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 034	Site 156	Site 216	Site 236	Site 280
Address (summary)	Land west of West Wratting Road	Balsham Buildings, 7 High Street	Land east of Fox Road	Land at Linton Road	Land behind 10-16 Old House Road
Site Size (gross ha)	1.34	0.83	5.37	1.61	1.16
Notional dwelling capacity	27	22	121	43	23
SHLAA strategic considerations	0	0	0	0	0
Green belt	0	0	0	0	0
SHLAA significant local considerations	---	0	0	-	---
Landscape and Townscape impact	---	+	---	---	---
SHLAA site specific factors	---	0	-	-	---
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++	0	-	0
Accessibility to a range of employment opportunities (SA criteria 48)	0	0	0	0	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0	0	0	0
Sustainable Development Potential					

**Site Comments:**

<b>Site 034</b>	Site on northern edge of village adjacent to two large residential properties and playing fields and bowling green. South is grade I church in churchyard and grade II former rectory set in grounds. Major adverse impact on Conservation Area and setting of listed buildings if site developed. Major impact on landscape setting of village.
<b>Site 156</b>	Site south of High Street in Balsham opposite the village primary school. Currently in employment use with residential neighbours, would therefore result in loss of employment land in village with little employment. Some noise issues in past. Development would have a beneficial effect on the townscape of Balsham providing opportunity to improve the appearance of a prominent site within the historic centre of the village.
<b>Site 216</b>	Pastureland is on western edge of Balsham east of Fox Road. It is to the rear of residential properties on High Street including Balsham Place – a listed building. Significant adverse effect on townscape and landscape setting of Balsham because of loss of open area with a distinct rural character which provides a setting for numerous listed buildings notably those at Balsham Place.
<b>Site 236</b>	Pastureland on western edge of village. Residential to north. Development would introduce non-linear form of built development into the village. Site is rural in character and part of the undulating open countryside on this western side of Balsham.
<b>Site 280</b>	Site is to east of Balsham south of properties in Old House Road. There are mature trees and hedgerows on three sides of the site. Significant adverse effect on landscape setting of Balsham as site has a rural character and is part of the open countryside to the east of the village.



**BARRINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 012	Site 215	Site 272
<b>Address (summary)</b>	Land between 12 & 22 Shepreth Road	Land north of Glebe Road	Hillside Farm Buildings, Orwell Road
<b>Site Size (gross ha)</b>	0.38	5.20	0.49
<b>Notional dwelling capacity</b>	11	117	13
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	-	0
<b>SHLAA significant local considerations</b>	---	-	-
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	0	-	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 012</b>	Site lies to the north of Shepreth Road on the western edge of Barrington. Part of wider setting of Listed Buildings and Conservation Area. Detrimental biodiversity impact. Significant townscape and landscape impacts - harmful to the open and rural appearance and character of this part of the village. Some utility upgrades required.
<b>Site 215</b>	Site lies to the north of Glebe Road on the eastern edge of Barrington. Some adverse GB and significant townscape and landscape impacts - visible from higher ground. No safe access. Some utility upgrades required.
<b>Site 272</b>	Site east of Orwell Road on the north western side of Barrington. Significant townscape and landscape impacts - very visible the northern approach to the village. Potential contaminated land. Some utility upgrades required.

**Barton**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 222	Site 223	Site 224	Site 225
Address (summary)	Land north of 6-14 Comberton Road	Land north of 18 Comberton Road	Land south of Comberton Road	Land west of Cambridge Road, south of New Road
Site Size (gross ha)	2.60	2.68	9.05	6.66
Notional dwelling capacity	52	60	0	0
SHLAA strategic considerations	0	0	0	0
Green belt	-	-	-	-
SHLAA significant local considerations	-	-	-	-
Landscape and Townscape impact	---	---	---	---
SHLAA site specific factors	---	---	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++	0	+
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+++	+	+	+++
Sustainable Development Potential				

**Site Comments:**

<b>Site 014</b>	Site comprising an arable field on northern edge of Barton within the Green Belt. Strip of land links to road through residential properties for access. To north, west and east is open countryside with Grade II listed farm-Clare College Farm- to south east. Setting of this listed property would be adversely impacted. Development would significantly impact on setting of Barton.
<b>Site 067</b>	Site is a field on northern edge of Barton with open countryside to north and east within the Green Belt. Development of the site would extend built form of the village and reduce the views towards open countryside from approach road into Barton.
<b>Site 095</b>	Site is an extensive arable field on west side of Barton within Green Belt. Clearly part of the open countryside extending from this side of village. Development would extend built area onto land with rural character.
<b>Site 185</b>	Site is large arable field on edge of Barton west of Cambridge Rd/A603 within the Green Belt. To west is car park and Burwash Manor Farm retail development which separate the site from the main built form of the village. Site part of wider open countryside.

**BOURN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 082	Site 084
Address (summary)	Gills Hill Farmyard	45 High Street
Site Size (gross ha)	1.33	0.64
Notional dwelling capacity	27	17
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 082</b>	Partly commercial site east of Gills Hill, on the south eastern edge of Bourn. Loss of B2 and B8 uses. Significant historic environment, townscape and landscape impacts - adjacent Grade II Listed Building, rural character.
<b>Site 084</b>	Site to east of High Street on eastern side of Bourn. Significant historic environment, townscape and landscape impacts - paddock provides soft edge and setting of several Listed Buildings, including Grade I church, and Conservation Area. No access - can only be achieved by removal of property on High Street.

**CALDECOTE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 010	Site 011	Site 052	Site 056	Site 243	Site 247	Site 277
<b>Address (summary)</b>	Rear of 104 West Drive	Rear of 10 West Drive	72 & 64A West Drive	Land west of Strympole Way	Land west of Highfields Road & West Drive (Caldecote)	Land west of Highfields Road, (Caldecote)	Land rear of 48-46 West Drive
<b>Site Size (gross ha)</b>	3.25	0.81	4.74	7.67	23.70	12.58	2.62
<b>Notional dwelling capacity</b>	50	18	107	173	0	0	34
<b>SHLAA strategic considerations</b>	0	0	0	-	0	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	-	---	---	-	+	---	---
<b>Landscape and Townscape impact</b>	-	-	-	-	-	-	-
<b>SHLAA site specific factors</b>	---	---	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	-	+	+	-	-	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	+	+	0	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	+++	+	0	+++	+++	+
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 010</b>	Former pig farm located on the south-western edge of the village. Adverse impact on the townscape and landscape of this area.
<b>Site 011</b>	Former pig farm located on the north-western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.
<b>Site 052</b>	Smallholding located on the western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.
<b>Site 056</b>	Agricultural field on the south-western edge of the village. Some adverse impact on landscape of the area and is adjacent to Caldecote Meadows SSSI.
<b>Site 243</b>	Agricultural fields and employment buildings on the northern edge of the village. Adverse impact on landscape setting. Potential for positive local considerations if noise generating employment redeveloped.
<b>Site 247</b>	Agricultural fields on the northern edge of the village. Adverse impact on landscape setting. Potential for noise nuisance from industrial uses and A428.
<b>Site 277</b>	Three dwellings and agricultural land / land used for horses located on the western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.

**CASTLE CAMPS**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 167	Site 193
Address (summary)	Land south of Homers Lane & West of High Street	Bartlow Road
Site Size (gross ha)	2.23	0.42
Notional dwelling capacity	50	9
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	-	-
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 167</b>	Site on edge of Castle Camps with housing on two sides. Site is pastureland with some commercial uses . Adjoins open countryside creating soft edge to the village with existing gardens and farmland. Would be contrary to linear built form. No direct link to the adopted public highway.
<b>Site 193</b>	Site is on the western edge of Castle Camps. Development would result in loss of significant wooded backdrop to the rural edge of village and potentially a loss of mature hedgerows that create a rural character to this approach into village. Highway Authority indicated no direct link to public highway.

**COTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 147	Site 148	Site 281
<b>Address (summary)</b>	Land opposite Sadlers Close, Whitwell Way	Land opposite Silverdale Avenue, Whitwell Way	Land off Silverdale Close
<b>Site Size (gross ha)</b>	0.81	5.23	3.45
<b>Notional dwelling capacity</b>	16	118	78
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	-	-	-
<b>SHLAA significant local considerations</b>	---	---	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+
<b>Sustainable Development Potential</b>			

<b>Site 147</b>	Site on northern side of Coton half within Green Belt. Adjacent to Sawmill to west of site - Environmental Health concerned about noise impact from this business therefore object to site. Significant adverse impact on Grade I listed church and setting of Conservation Area due to loss of openness and rural character. Site relates to open countryside part of distinctive landscape around American Cemetery.
<b>Site 148</b>	Site to north of Coton within Green Belt. To east is Sawmill- Environmental Health concerned about noise impact from this business therefore object to site. Significant adverse impact on Grade I listed church and setting of Conservation Area due to loss of openness and rural character. Site relates to open countryside part of distinctive landscape around American Cemetery.
<b>Site 281</b>	Site is pastureland on southwestern edge of Coton within Green Belt. Southern edge of site next to Bin Brook with residential to north and east. Impact on setting of listed farmhouse and Conservation Area. hedges provide some enclosure to site. No direct link to adopted public highway.



**DRY DRAYTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 070	Site 081	Site 096
Address (summary)	Rear of Searles Meadow	Warrington Farm	Cottons Field
Site Size (gross ha)	1.06	1.78	1.51
Notional dwelling capacity	29	36	41
SHLAA strategic considerations	0	0	0
Green belt	0	-	-
SHLAA significant local considerations	-	---	---
Landscape and Townscape impact	---	---	---
SHLAA site specific factors	---	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0	0
Sustainable Development Potential			

<b>Site 070</b>	Site located to west of Searles Meadow, on the western edge of Dry Drayton. Significant historic environment, townscape and landscape impacts - loss of established trees, exposed to the wider countryside, expand the built area of village to the west - planning history rejected. Access can be achieved subject to legal right of way over Searle's Meadow. No doctors surgery.
<b>Site 081</b>	Site located in the heart of Dry Drayton. Significant historic environment, townscape and landscape impacts - setting of a Grade II* and several Grade II Listed Buildings. No doctors surgery.
<b>Site 096</b>	Site located in the heart of Dry Drayton. Significant historic environment, townscape and landscape impacts - setting of a Grade II* and several Grade II Listed Buildings. No doctors surgery.

**DUXFORD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 086	Site 092	Site 131	Site 166	Site 286
<b>Address (summary)</b>	Maarnford Farm, Hunts Road	The Paddock, End of Mangers Lane	Land west and north of Duxford	Rear of 8 Greenacres	Land adjacent to The Green
<b>Site Size (gross ha)</b>	1.66	0.41	49.31	1.16	0.81
<b>Notional dwelling capacity</b>	45	9	740	23	16
<b>SHLAA strategic considerations</b>	0	0	-	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	0	---	-	0	---
<b>Landscape and Townscape impact</b>	-	---	---	0	---
<b>SHLAA site specific factors</b>	+	---	---	+	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	0	+	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	0
<b>Sustainable Development Potential</b>					

**Site Comments:**

<b>Site 086</b>	Site on western edge of the village. Adverse townscape and landscape impacts.
<b>Site 092</b>	Site in historic core. Adverse heritage, access and townscape impacts.
<b>Site 131</b>	Adverse landscape and townscape impacts. Affected by noise from the M11. Part of site within outer consultation zone of a hazardous installation.
<b>Site 166</b>	Site to north of the village.
<b>Site 286</b>	Site in historic core. Adverse heritage and townscape impacts.

**ELSWORTH**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 195
Address (summary)	Land north and west of Elsworth School, Broad End
Site Size (gross ha)	1.32
Notional dwelling capacity	27
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	---
SHLAA site specific factors	---
Accessibility to key local services and facilities (SA criteria 37)	0
Distance to key local services and facilities (SA criteria 38)	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0
Sustainable Development Potential	

<b>Site 195</b>	Site to the west of Broad End on the north western edge of Elsworth. Significant historic environment, townscape and landscape impacts. The site forms a transition between the village and wider landscape, in an exposed area, which it would not be possible to mitigate.
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**ELTISLEY**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 022	Site 035
Address (summary)	Land rear of 28 The Green	Land south of St. Neots Road
Site Size (gross ha)	1.53	2.22
Notional dwelling capacity	31	50
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 022</b>	Site to the north of The Green, on the northern edge of Eltisley. Significant historic environment, townscape and landscape impacts - adjacent to 4 Grade II Listed Buildings, Conservation Area, and part of the setting of a Grade II* Listed church. Potential noise from PH and A428 unlikely can be mitigated. HA concerns over access onto A428.
<b>Site 035</b>	Site to the north of The Green, on the northern edge of Eltisley. Significant historic environment, townscape and landscape impacts - adjacent to Grade II* and II Listed Buildings, Conservation Area, setting of a several Grade II Listed Buildings and is located in the historic core of the village with important archaeology. Potential noise from church and A428 unlikely can be mitigated. HA concerns over access onto A428.

**FEN DITTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 115	Site 339
Address (summary)	Blue Lion PH, 2 Horningsea Road	High Ditch Road
Site Size (gross ha)	0.38	2.29
Notional dwelling capacity	9	52
SHLAA strategic considerations	0	0
Green belt	0	---
SHLAA significant local considerations	-	-
Landscape and Townscape impact	-	---
SHLAA site specific factors	-	0
Accessibility to key local services and facilities (SA criteria 37)	-	0
Distance to key local services and facilities (SA criteria 38)	+++	0
Accessibility to a range of employment opportunities (SA criteria 48)	+++	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 115</b>	Site located north east of cross roads of Horningsea Road and High Ditch Road. Former PH with planning permission for 13 dwellings. A14 capacity issues.
<b>Site 339</b>	Site on the eastern edge of Fen Ditton within the Green Belt. Important for the separation of Cambridge. Significant historic environment, townscape and landscape impacts. Some utility upgrades needed.

***Note - All other Fen Ditton sites are subject to a second round of consultation as broad locations for possible Green Belt release***

**FEN DRAYTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 064	Site 217
Address (summary)	Land behind Ridgeleys Farm House	Land adjacent to 35 Cootes Lane
Site Size (gross ha)	0.75	0.45
Notional dwelling capacity	20	10
SHLAA strategic considerations	-	0
Green belt	0	0
SHLAA significant local considerations	-	-
Landscape and Townscape impact	-	-
SHLAA site specific factors	+	+
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+++	+++
Sustainable Development Potential		

<b>Site 064</b>	Located on the eastern edge of the village. Some adverse impacts on the townscape, landscape and settings of listed buildings and Conservation Area. Small area of the site within Flood Zone 2. One kilometre from Guided Bus stop but on largely unsurfaced and unlit path.
<b>Site 217</b>	Located on the western edge of the village within the special policy area for the Fen Drayton Former Land Settlement Association Estate. Some adverse impacts on the townscape and landscape. Grade 1 agricultural land. One kilometre from Guided Bus stop but on largely unsurfaced and unlit path.

**FOWLMERE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 051	Site 077	Site 106	Site 107	Site 122	Site 218	Site 229
<b>Address (summary)</b>	Manufacturing Site & Turnbrook	Appleacre Park, London Road	Land north of London Road	Land west of High Street	Land at Top Close	Land at Triangle Farm	Land opposite 30 Pipers Close
<b>Site Size (gross ha)</b>	2.22	0.46	7.60	3.01	0.58	1.03	0.67
<b>Notional dwelling capacity</b>	50	10	171	68	16	21	14
<b>SHLAA strategic considerations</b>	-	0	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	+	-	-	---	---	-	-
<b>Landscape and Townscape impact</b>	+	---	---	---	---	---	---
<b>SHLAA site specific factors</b>	0	---	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	0	+	+++	+++	+	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0	0	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	0	0	0
<b>Sustainable Development Potential</b>							



**Site Comments:**

<b>Site 051</b>	Site is in commercial use with industrial building and hardstanding. Western half of site is in flood zone 3. Site has history of noise so change to residential would be positive but significant loss of employment land in relation to scale of village. Site projects into open countryside so impact on setting of village - could be mitigated with good design if residential.
<b>Site 077</b>	Site used as caravan and camping site with associated facilities. On edge of Fowlmere. Relates best to the open countryside .
<b>Site 106</b>	Arable field on western edge of village part of open rolling countryside - bringing countryside into village. Therefore significant to retain.
<b>Site 107</b>	Site on western edge of village - storage barns and vacant land adjoining business units which have history of noise. Concern at allocation by Environmental Health. Important countryside frontage with views through trees across the site into open countryside - if site developed views would be lost.
<b>Site 122</b>	Site on western edge of village formerly used as allotments. Part used for car parking for adjoining school. Creates a soft edge to the village enhancing landscape setting of the village. Site has no direct link to public highway.
<b>Site 218</b>	Site is on east edge of Fowlmere - triangular field with roads on all sides. Significant adverse impact on the landscape setting of the village because it is an enclosed field forming part of the transition to open countryside between Fowlmere and Thriplow.
<b>Site 229</b>	Site is grassy area sometimes used as overflow to adjoining camping site. Clear views into site from housing on opposite side of road. Hedges screen some views into the site. Site had rural character.

**FOXTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 175	Site 233
Address (summary)	Moores Farm, Fowlmere Road	Land west of Station Road (north of Burlington Press)
Site Size (gross ha)	0.69	0.84
Notional dwelling capacity	14	17
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	0	-
Landscape and Townscape impact	0	-
SHLAA site specific factors	+	-
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 175</b>	Backland site occupied by agricultural buildings and hardstandings behind bungalows to Fowlmere Road
<b>Site 233</b>	Part of a large paddock with scattered trees. Adverse heritage, townscape and noise issues.

**GREAT ABINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 027	Site 211	Site 293
<b>Address (summary)</b>	Land east of Great Abington	Land at Pampisford Road / High Street	104 High Street
<b>Site Size (gross ha)</b>	15.71	3.64	0.70
<b>Notional dwelling capacity</b>	236	82	19
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	0	0
<b>SHLAA significant local considerations</b>	---	---	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	0	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+
<b>Sustainable Development Potential</b>			

<b>Site 027</b>	Site is arable field on eastern edge of Great Abington. Adjoins residential to the west. To the north, south and east is open countryside. Development would result in the loss of openness and the rural character of this area. Environmental Health concerned about noise from nearby busy roads and unpredictable noise from nearby dog kennels. Highway Authority concerned about accident record of A1307.
<b>Site 211</b>	Site is a grassy field to south west of Great Abington. Open countryside to south. To west enclosed field beyond which is Granta Park. Environmental Health concerned about noise from nearby commercial uses. If developed would have loss of the separation of the village from New House Farm and a loss of the rural setting and backdrop to this farmstead. Highway Authority concerned about accident record of
<b>Site 293</b>	Site is to the south west of Great Abington. Two listed buildings on the site and new house built 2011. Western part of site previously used as garden for house at 104 High St. Major adverse harm at potential loss of listed buildings and to loss of farmland settings for properties.

**GREAT WILBRAHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 039	Site 073
Address (summary)	Land at Frog End	Land off Toft Lane
Site Size (gross ha)	1.73	0.82
Notional dwelling capacity	35	22
SHLAA strategic considerations	-	-
Green belt	-	-
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+
Accessibility to a range of employment opportunities (SA criteria 48)	0	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 039</b>	Site located east of Frog End, north west of High Street, on the south western side of Great Wilbraham. Small part within Flood Zones 2 & 3. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings, Conservation Area, archaeology objection. ICF on Frog End.
<b>Site 073</b>	Site located south west of Toft Lane, on the south western side of Great Wilbraham. Small part within Flood Zone 2. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings, Conservation Area and ICF to the west.

**GULDEN MORDEN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 072	Site 075	Site 221
<b>Address (summary)</b>	Land east of Dubbs Knoll Road	Land fronting Dubbs Knoll Road & north of 33 Dubbs Knoll Road	Land fronting Trap Road
<b>Site Size (gross ha)</b>	2.98	1.16	2.10
<b>Notional dwelling capacity</b>	67	23	47
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	0	0
<b>SHLAA significant local considerations</b>	---	-	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 072</b>	Site is enclosed arable field on the northern edge of Guilden Morden. Cemetery to south east and may need to extend in future. Environmental Health concerned at noise impact of nearby dog kennels which could be statutory nuisance. Odour impact of adjoining sewage pumping station. Noise impact from electricity substation. Access link unsuitable for number of units proposed.
<b>Site 075</b>	Site is an arable field on western edge of Guilden Morden. New woodland has been planted to the west of site and open countryside extends beyond this. Setting of listed building would be impacted if site developed. Significant impact on landscape setting if loss of this area with rural character.
<b>Site 221</b>	Site is primarily grassland on south east edge of village. Small part is garden to 13 Trap Rd. Grade II* Morden Hall adjoins site to south and development would significantly impact the setting of this building. Site part of rural surroundings of village. Would extend eastern boundary of built area into countryside. Development would not be typical of linear nature of village

**HARDWICK**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 180	Site 268
Address (summary)	Land off St. Neots Road	Toft Road
Site Size (gross ha)	7.04	3.61
Notional dwelling capacity	158	81
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	0	-
Distance to key local services and facilities (SA criteria 38)	0	---
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	0
Sustainable Development Potential		

<b>Site 180</b>	Site is a mixture of pastureland and woodland that forms a transitional edge to village from urban to rural. Important that this area is retained to preserve setting of village. Highway Authority consider access link to public highway is unsuitable to serve the number of units that are being proposed.
<b>Site 268</b>	Agricultural field located on the southern edge of the village. Significant adverse impacts on landscape, townscape and setting of Conservation Area.



**Site Comments:**

<b>Site 030</b>	Site at junction of High Street (A10) and London Road (B1368) at northern end of Hartson. Too small unless higher density - out of character with low density surroundings - significant townscape impacts.
<b>Site 118</b>	Site on Button End in the southern part of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II* Listed buildings and the Important Countryside Frontage to the south, which it would not be possible to mitigate.
<b>Site 119</b>	Site on north of Church Street in the southern part of Harston. Some potential to improve site - arable buildings, but change rural character. Significant historic environment, townscape and landscape impacts - setting of several Grade II* Listed buildings and the Important Countryside Frontage to the south west, which it would not be possible to mitigate. Unable to achieve safe access.
<b>Site 164</b>	Site located to east of A10 in the northern part of Harston. Within Bayer HSE area. Backland site with neutral / minimal impact - already other precedents in area.
<b>Site 226</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and result in the loss of important rural character.
<b>Site 228</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Important Countryside Frontage, resulting in the loss of important rural character.
<b>Site 288</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Important Countryside Frontage, resulting in the loss of important rural character.
<b>Site 289</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and result in the loss of important rural character.



**HASLINGFIELD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 150	Site 163
Address (summary)	Land at River Lane	Land at Barton Road
Site Size (gross ha)	3.15	1.80
Notional dwelling capacity	71	49
SHLAA strategic considerations	-	0
Green belt	-	-
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	-
Accessibility to a range of employment opportunities (SA criteria 48)	0	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 150</b>	Site on the eastern edge of Haslingfield. Part Flood Zone 2. Significant historic environment, landscape and townscape impacts - part of setting of Grade II Listed Buildings, transition area between built up area and wider arable landscape, very visible location. No suitable access.
<b>Site 163</b>	Site on the northern edge of Haslingfield. Significant historic environment, landscape and townscape impacts - adjacent to and part of setting of other Grade II Listed Buildings, soft transition area between built up area and wider arable landscape, strong linear character.

**HAUXTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 040	Site 192
Address (summary)	Land north of High Street	Land east of The Lane
Site Size (gross ha)	3.00	7.70
Notional dwelling capacity	68	173
SHLAA strategic considerations	-	-
Green belt	-	-
SHLAA significant local considerations	-	-
Landscape and Townscape impact	---	---
SHLAA site specific factors	-	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	0
Accessibility to a range of employment opportunities (SA criteria 48)	+	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 040</b>	Site on eastern edge of Hauxton, north of High Street, adjacent to the M11. 1/2 Flood Zone 3 & some Flood Zone 2. Townscape and landscape impacts - does not relate well to built development north of High Street, rural character. Noise impacts require high level of mitigation.
<b>Site 192</b>	Site on the southern edge of Hauxton. Small part within Bayer CropScience Limited HSE zone. Significant townscape and landscape impacts - clear edge to village in exposed location. Noise impacts require high level of mitigation. No suitable access.

**LITTLE ABINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 024	Site 025	Site 026	Site 028	Site 029
<b>Address (summary)</b>	Land north of Bourn Bridge Road	Land south of Bourn Bridge Roa	Land south-west of Little Abington	Bancroft Farm, Church Lane	Land east of Bancroft Farm, Church Lane
<b>Site Size (gross ha)</b>	9.92	21.64	8.28	0.42	3.96
<b>Notional dwelling capacity</b>	223	325	95	9	89
<b>SHLAA strategic considerations</b>	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	---	---	---	---	---
<b>Landscape and Townscape impact</b>	---	---	---	---	---
<b>SHLAA site specific factors</b>	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	-	0	+	+++	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	+	+
<b>Sustainable Development Potential</b>					

**Site Comments:**

<b>Site 024</b>	Site is an arble field on the western edge of Little Abington. Major impact on setting of Temple grade II listed building used as cafe. Environmental Health concerns about noise impact from adjoining roads especially A11 and also from nearby Travelodge and Comfort Café. Significant adverse effect on the landscape setting of Little Abington by the loss of land providing a rural approach to village.
<b>Site 025</b>	Site is arable field on the western edge of Little Abington. South is River Granta and beyond is the Granta Park employment area. Environmental Health objects to site - concerns of noise impact from adjoining roads (A11; A1307) and ongoing problems from Welding Institute at Granta Park (welding research & development) that is considered a statutory nuisance to existing residents in West Field and Church Lane Little Abington. loss of land which creates approach to village with a rural character. Would impact on the setting of a number of listed buildings including the Parish Churches of Little Abington and Great Abington as well as Great Abington Hall which are all Grade II*. County Archaeologist team object due to impact on earthworks on site.
<b>Site 026</b>	Site is a large grassland area on southern edge of Little Abington north of River Granta. Third of site in Flood zone 3. Scheduled monument (medieval earthworks) on half of site- County Archaeologists would object to development of site. Environmental Health object to site- concerned at noise impact from Welding Institute on Granta Park.
<b>Site 028</b>	Site is in centre of Little Abington. It consists of former farm buildings that were part of Bancroft Farm. Major adverse impact on Conservation Area due to loss of rural context to Bancroft Farm. Site has a distinctly rural character.
<b>Site 029</b>	Site is a field in centre of Little Abington enclosed by houses to the north, east and south. Next to former farm buildings which were part of Bancroft Farm. Major adverse impact if site developed - loss of open space in village - impact on Conservation Area. Highway Authority concerned about accidents on A1307.

**LONGSTANTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 002	Site 244	Site 246	Site 257	Site 282
Address (summary)	Green End Farm	Land West of Over Road	Land east of B1050 (employment allocation)	Land off Clive Hall Drive	Land off Hatton Road
Site Size (gross ha)	2.39	4.08	6.53	0.26	0.26
Notional dwelling capacity	54	92	147	8	0
SHLAA strategic considerations	-	0	0	0	---
Green belt	0	0	0	0	0
SHLAA significant local considerations	0	0	0	-	---
Landscape and Townscape impact	-	-	-	---	-
SHLAA site specific factors	0	0	-	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	0	+	+	-	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+	+	+++
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0	0	0	+
Sustainable Development Potential					

**Site Comments:**

<b>Site 002</b>	Site to west of Longstanton. Top 1/4 in Flood Zone 3. SAM on site. Townscape and landscape impacts - west of Over Road which provides clear edge, in exposed location. Noise issues from Longstanton bypass and possible contaminated land from farm use. A14 capacity constraints.
<b>Site 244</b>	Site to west of Longstanton. Townscape and landscape impacts - west of Over Road which provides clear edge, in exposed location. Noise issues from Longstanton bypass and possible contaminated land from commercial use. A14 capacity constraints.
<b>Site 246</b>	Site to west of Longstanton. Partial loss of employment allocation with outline planning consent. Townscape and landscape impacts - in exposed location. Noise issues from Longstanton bypass. A14 capacity constraints.
<b>Site 257</b>	Site to east of Longstanton. Within Conservation Area. Townscape and landscape impacts. Inspectors - important to keep land open.
<b>Site 282</b>	Flood Zone 3.

**MELDRETH**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 055	Site 100	Site 134	Site 191	Site 249	Site 264	Site 292
<b>Address (summary)</b>	Land west of Whitecroft Road	Land noth of Gables Close	Riding School at land adjacent Meldreth Manor School	Land adjacent to Whitecroft Road	Willow Stables, Whitecroft Road	80a High Street	Land rear of 79 High Street
<b>Site Size (gross ha)</b>	0.98	1.16	1.92	0.67	2.23	0.30	1.08
<b>Notional dwelling capacity</b>	20	23	39	14	50	7	22
<b>SHLAA strategic considerations</b>	0	0	-	0	0	---	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	---	-	-	---	0	-	---
<b>Landscape and Townscape impact</b>	-	-	-	+	-	-	-
<b>SHLAA site specific factors</b>	---	---	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	+	+	+	+++	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+++	+++	+++	+++	+++	+++	+++
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+	+	+	+	+
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 055</b>	Wooded site to south of village. Adverse noise and townscape/landscape impacts.
<b>Site 100</b>	Backland site to north west of the village. Adverse heritage and townscape impacts.
<b>Site 134</b>	Vacant riding stables to west of the village. One third of site in flood zone 3. Adverse landscape impacts.
<b>Site 191</b>	Part of an industrial site on the southern edge of the village. Adverse noise impacts.
<b>Site 249</b>	Isolated site to west of the village. Adverse landscape setting impacts.
<b>Site 264</b>	Small site to east of the village. Within 400 metres of sewage works so affected by malodour. Adverse impacts on townscape and heritage assets.
<b>Site 292</b>	Backland site to north west of the village. Adverse heritage and townscape impacts.



**OAKINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 014	Site 067	Site 095	Site 184	Site 185
Address (summary)	Arcadia Gardens	Land at Manor Farm Close	Rear of Arcadia Gardens	Land at Kettles Close (Gypsy & Traveller Proposal)	Land at Kettles Close
Site Size (gross ha)	0.79	2.21	0.41	0.60	0.60
Notional dwelling capacity	0	11	0	0	0
SHLAA strategic considerations	---	0	---	---	---
Green belt	-	0	-	-	-
SHLAA significant local considerations	---	-	---	---	---
Landscape and Townscape impact	---	---	---	-	-
SHLAA site specific factors	---	---	---	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+	+++	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+	+	+	+
Sustainable Development Potential					

**Site Comments:**

<b>Site 014</b>	Flood Zone 3.
<b>Site 067</b>	Site to north west of Oakington. Impact on separation with Northstowe. Heritage, townscape and landscape impacts. Consent is being sought of the Ministry of Defence to remove a restrictive covenant which related to the area when it was an airfield. No access.
<b>Site 095</b>	Flood Zone 3.
<b>Site 184</b>	Flood Zone 3. Could provide around 6 pitches to meet Gypsy & Traveller needs.
<b>Site 185</b>	Flood Zone 3.

**ORWELL**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 020
Address (summary)	Land adjacent to Petersfield Primary School
Site Size (gross ha)	3.14
Notional dwelling capacity	55
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	-
SHLAA site specific factors	+
Accessibility to key local services and facilities (SA criteria 37)	-
Distance to key local services and facilities (SA criteria 38)	+++
Accessibility to a range of employment opportunities (SA criteria 48)	-
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0
Sustainable Development Potential	

<b>Site 020</b>	Part of an arable field to north west of the village. Adverse impacts on setting of Listed Buildings, townscape and landscape setting.
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**Site Comments:**

<b>Site 007</b>	Site to south east of Over. Heritage, townscape and landscape impacts - wider setting of LB and intricate transition landscape. No suitable highway access - unless lose another house on Mill Road (not included within site). A14 capacity issues.
<b>Site 017</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs Conservation Area and rural backdrop to single depth. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 097</b>	Site within western part of Over, designated PVAA. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs and Conservation Area. A14 capacity issues.
<b>Site 121</b>	Site to south west of Over. Adjacent to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - relates better to countryside to south than urban area. Power lines cross site. A14 capacity issues.
<b>Site 127</b>	Site to east of Over, enclosed by tall hedgerow. ICF to road frontage. Impact on townscape / amenity. A14 capacity issues.
<b>Site 138</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs and Conservation Area. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 165</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs Conservation Area and rural backdrop to single depth but possible to mitigate smaller site to east with landscaping. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 182</b>	Site to south west of Over allocated for open space. Close to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - backland development poorly related to built area. A14 capacity issues.
<b>Site 256</b>	Site to south west of Over. Adjacent to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - relates better to countryside to south than urban area. A14 capacity issues.
<b>Site 290</b>	Site to east of Over. Significant impact on townscape - ICF to road frontage. Sewage pumping station in south - cordan sanitare and infrastructure constraint to growth. A14 capacity issues.

**STEEPLE MORDEN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 209	Site 237
Address (summary)	Land north of Bogs Gap Lane	Land east of Hay Street
Site Size (gross ha)	0.48	0.33
Notional dwelling capacity	13	10
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	-
Landscape and Townscape impact	-	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	-	0
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 209</b>	Site is on northern side of Steeple Morden at the junction of Bogs Gap Lane and North Brook End. Comprises of one house set in garden Residential to the south and open countryside in all other directions. Site best related to surrounding open countryside. Highway Authority identified site does not appear to have a direct link to the adopted public highway.
<b>Site 237</b>	Site is grassland in northern part of Steeple Morden to the east of Hay Street. Part of network of fields between Hay Street and Brook End to the east that create rural setting to historic core of village

**TEVERSHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 098	Site 099	Site 137
<b>Address (summary)</b>	Land east of Cherry Hinton Road	Land south of Pembroke Way	Land at Fulbourn Road
<b>Site Size (gross ha)</b>	8.19	2.07	4.78
<b>Notional dwelling capacity</b>	184	47	108
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	---	-	-
<b>SHLAA significant local considerations</b>	---	-	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	-	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	-
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	0
<b>Sustainable Development Potential</b>			

<b>Site 098</b>	Site south of Pembroke Way, east of Cherry Hinton Way, on the southern edge of Teversham. Significant GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Loss of important amenity / play area. Possible contaminated land and noise from airport. No safe access.
<b>Site 099</b>	Site south of Pembroke Way, east of Cherry Hinton Way, on the southern edge of Teversham. Advers GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Loss of important amenity / play area. Smaller scale development & may be possible to landscape / motogate impacts. Possible contaminated land and noise from airport.
<b>Site 137</b>	Site east of Fulbourn road, on the south eastern edge of Teversham. Significant GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Possible contaminated land.

**THRILOW**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 016	Site 062	Site 063
<b>Address (summary)</b>	The Grain Store, Lodge Road	Land west of Rectory Farm, Middle Street	Land east of Farm Lane
<b>Site Size (gross ha)</b>	1.84	2.44	4.39
<b>Notional dwelling capacity</b>	50	55	99
<b>SHLAA strategic considerations</b>	0	0	
<b>Green belt</b>	-	-	
<b>SHLAA significant local considerations</b>	-	---	---
<b>Landscape and Townscape impact</b>	-	---	---
<b>SHLAA site specific factors</b>	-	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 016</b>	Site on western edge of Thriplow consisting of collection of agricultural buildings surrounded by hardstanding. In use as grain store with MOT test centre. West part in Green Belt. Adverse impact on landscape on approach into village if loss of mature hedges and farm buildings with rural character. Part of site could be developed to improve townscape on edge of village with careful design.
<b>Site 062</b>	Site located in southern part of Thriplow within the Green Belt and comprises of open grassland with trees. Would result in loss of significant area of open countryside within the core of the historic village if developed. Would alter existing character of village which is linear with interspersed open space. Significant adverse impact on setting of numerous listed buildings including Manor House and Thriplow Bury
<b>Site 063</b>	L shaped site on the southern side of Thriplow comprises of an extensive area of open grassland with trees. Would result in loss of significant area of open countryside within the core of historic village if developed. Would alter existing character of village which is linear with interspersed open space. Significant adverse impact on setting of numerous listed buildings including Manor House and Thriplow Bury



**WHITTLESFORD & WHITTLESFORD BRIDGE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 009	Site 179	Site 210	Site 271	Site 278	Site 285
<b>Address (summary)</b>	Scutches Farm, High Street	Land rear of Whittlesford	Land rear of Swanns Corner, Mill Lane	Land adjacent to Station Road and Duxford Road	Highways Agency Depot, Station Road East	Land adjacent to 83 Moorfield Road
<b>Site Size (gross ha)</b>	11.39	23.29	0.59	8.07	2.28	0.64
<b>Notional dwelling capacity</b>	171	349	12	182	51	13
<b>SHLAA strategic considerations</b>	0	-	-	0	-	
<b>Green belt</b>	-	-	-	-	-	-
<b>SHLAA significant local considerations</b>	---	---	---	---	---	0
<b>Landscape and Townscape impact</b>	---	---	---	---	-	---
<b>SHLAA site specific factors</b>	---	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	---	+	---	---	---
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	0	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	-	0	+	0	+
<b>Sustainable Development Potential</b>						

**Site Comments:**

<b>Site 009</b>	Site to southeast of the High Street and west of Duxford Road. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Conservation Area. Entertainment noise from church / hall.
<b>Site 179</b>	Site between the M11 and Hill Farm Road, on the western edge of Whittlesford. Small areas to north in Flood Zone 2. Significant townscape and landscape impacts - very large scale, out of proportion to the village, removed from heart of village, in exposed area. Noise impacts of M11 - high level mitigation.
<b>Site 210</b>	Site is on the north eastern edge of Whittlesford beside the River Granta. East half in Flood Zone 2. Significant historic environment, townscape and landscape impacts - setting of Grade II Listed Building & Conservation Area, TPOs, wider impact on the Grade I Listed church. Possible noise from adjoining commercial. Unsuitable access - no link to public highway.
<b>Site 271</b>	North of Whittlesford Bridge. Significant historic environment, townscape and landscape impacts - very large scale, out of proportion to the village, in an exposed area. Possible land contamination and noise from railway and adjoining commercial. Unsuitable access - no link to public highway.
<b>Site 278</b>	Site on eastern edge of Whittlesford Bridge. Redevelopment of highways depot. Historic environment, townscape and landscape impacts - some improvement (removal buildings and hardstanding) but limited residential east of railway, impact on LB (Grade II* and II). Possible noise - A505 and commercial.
<b>Site 285</b>	Site to the south of Royston Road south of Whittlesford Bridge. Significant townscape and landscape impacts - very exposed site. Possible noise A505. No suitable access - resist onto A505.

**GREAT CHESTERFORD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Rural Centre

SHLAA Site Reference	Site 330
Address (summary)	Land adjacent to Whiteways, Ickleton Road
Site Size (gross ha)	3.9
Notional dwelling capacity	117
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	---
SHLAA site specific factors	---
Accessibility to key local services and facilities (SA criteria 37)	0
Distance to key local services and facilities (SA criteria 38)	0
Accessibility to a range of employment opportunities (SA criteria 48)	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+
Sustainable Development Potential	

<b>Site 330</b>	Isolated site to the west of Great Chesterford, sandwiched between M11 and mainline railway, both on embankments. Significant townscape impacts as site does not relate to built-up area of Great Chesterford, separated by the railway line. Possible noise issues from M11 / railway. Highway concerns.
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**Site Comments:**

<b>EM1</b>	Development would have significant impact on the purposes of the Green Belt. The site emphasises the visual separation of settlements, crucial to prevention of coalescence.
<b>EM2</b>	Although located near a park and ride, it is a countryside location, separated from Milton by the A10, and 500m from the edge of Cambridge. Development would have a significant negative impact on the purposes of the Green Belt.
<b>EM3</b>	Existing employment site, capable of redevelopment for employment uses, subject to appropriate design and mitigation. Could complement Bourn Airfield new village option, which was subject to consultation in issues and options 2012, which would increase accessibility by sustainable modes of travel.
<b>EM4</b>	Large part of site SSSI and County Wildlife Site. No evidence that the site could be developed without causing harm to this site. Significant negative Green Belt impact.
<b>EM5</b>	Isolated area of countryside between Melbourn and Shepreth. Development would have significant negative impact on landscape and townscape.
<b>EM6</b>	Following allocation in the existing development plan, the site has gained planning permission. It remains a suitable option for employment development. NOTE: The proposal to carry forward has already been subject to consultation in the Issues and Options Report 2012.
<b>EM7</b>	Agricultural land in the safeguarding area for sewage treatment works. Odour assessment may be required. Site design and landscaping could achieve appropriate mitigation.
<b>EM8</b>	Significant adverse impact on the landscape and townscape, biodiversity and historic environment that is not capable of mitigation.
<b>RE1</b>	Allocating a significant area to the south of the village for retail, which could accommodate a large scale supermarket, would not be consistent with the retail needs evidence. Whilst the site is developable land, it is not suitable for allocation for retail purposes.
<b>RE2</b>	Allocating a significant area to the south of the village for retail, which could accommodate a large scale supermarket, would not be consistent with the retail needs evidence. Whilst the site is developable land, it is not suitable for allocation for retail purposes.