

## A - Housing Land Supply Update to 31<sup>st</sup> March 2008

### 1. Purpose

1.1. The purpose of this update is to:

- compare predicted and actual completions in the last monitoring year; and
- provide an update of housing land supply as at 31 March 2008.

### 2. Background: the figures

2.1. **Core Strategy** Policy ST/2 requires that 20,000 net additional dwellings be provided in South Cambridgeshire during the period 1999 – 2016.

2.2. In September 2007, the Council published a **Statement of Housing Land Supply** which: identified housing land available to meet the Policy ST/2 requirement; and demonstrated housing land supply availability as required by PPS3. As part of the **Statement of Housing Land Supply** the Council produced a housing trajectory that scheduled how the requirement will be achieved. The housing trajectory identified the provision of 19,871 net additional dwellings by 2016, a shortfall of 129 dwellings. The document identified a further 185 net additional dwellings as potential additional sources of supply due to revised proposals on two sites: the housing allocation at Summersfield (Papworth Everard) and the Former Bayer CropScience site (Hauxton).

2.3. The housing trajectory published in the **Annual Monitoring Report 2006-2007** includes the potential additional sources as identified sites, as by December 2007 Summersfield had received planning permission and the Planning Committee has resolved to approve the Former Bayer CropScience site application. The housing trajectory in the **Annual Monitoring Report 2006-2007** therefore identifies the provision of 20,056 net additional dwellings by 2016. The published figures are shown in column a of table 1 below.

2.4. Following the **Site Specific Policies Development Plan Document (DPD)** examination in Winter 2007/2008, the Inspectors published their initial findings in March 2008, identifying a shortfall in housing supply of 1,600 dwellings. The Inspectors concluded that: the housing trajectory incorporated over optimistic delivery predictions for Northstowe; a windfall allowance should not be included as a result of changes to PPS3 after the DPDs had been submitted; and that any supply from North West Cambridge could not be foreseen and therefore should not be taken into account. Subsequently a study published in May 2008, concluded that it was not viable to relocate the Cambridge Waste Water Treatment Works, therefore the proposals for the redevelopment of Cambridge Northern Fringe East (Chesterton Sidings) are also no longer viable. The Inspectors have confirmed that the proposed 600 dwellings for this site should be added to the shortfall, giving a total shortfall of 2,200 dwellings. The consequences of these changes are shown in column b of table 1 below.

2.5. The final set of figures (column c in table 1 below) show an update to the end of March 2008. These figures have been calculated to inform the work

currently being undertaken by the Council to identify additional housing land for allocation to make up the shortfall, as requested by the Inspectors.

- 2.6. The sites that make up these figures show the consequences of: changes in the housing trajectory category and construction status (built, under construction, not started) of individual dwellings, new residential planning permissions granted, revisions to existing sites and the expiration of planning permissions.

**Table 1: Housing Land Supply March 2007, Inspectors Update, and March 2008**

	<b>a</b> <b>SHLS – based on</b> <b>March 2007</b>	<b>b</b> <b>Inspectors Update</b> <b>– based on March</b> <b>2007</b>	<b>c</b> <b>Shortfall Update –</b> <b>based on March</b> <b>2008</b>
Completions 1999 ...	6,016	6,016	7,365 * <sup>1</sup>
Northstowe	4,150	3,750	3,750
Urban extensions (CE, CNF East, CSF)	3,280	2,680* <sup>2</sup>	2,680
Unimplemented planning permissions * <sup>3</sup>	3,786	3,841* <sup>4</sup>	3,149
Forecast windfalls	852	0	0
Additional development at Cambourne	950	950	950
Rural settlement allocations (without planning permission)	100	100	0* <sup>5</sup>
Draft Site Specific Policies DPD allocations (Bayer CropScience & Papworth West-Central)	337	467* <sup>6</sup>	467
North West Cambridge	400	0* <sup>7</sup>	0
<b>TOTAL</b>	<b>19,871</b>	<b>17,804</b>	<b>18,361</b>
<b>Shortfall</b>	<b>-129</b>	<b>-2,196</b>	<b>-1,639</b>

Notes:

\*1 The number of dwellings completed between 1999 and 2007 has been revised by the Research & Monitoring team at Cambridgeshire County Council as part of their ongoing assessment of data. The revised total for 1999-2007 is 6,074 dwellings; 1,291 dwellings were completed in 2007-2008.

\*2 Reflects loss of 600 dwellings from Cambridge Northern Fringe East (Chesterton Sidings).

\*3 Small sites not under construction have been discounted by 10% discount to allow for any that may not come forward for development.

\*4 Includes additional 55 dwellings at Papworth Everard (Summersfield) resulting from Reserved Matters approved December 2007.

\*5 Allocation at Bannold Road Waterbeach received outline planning permission in May 2007, and becomes an unimplemented consent.

\*6 Bayer Cropscience site planning application submitted for 380 dwellings, Planning Committee (3 October 2007) resolved to grant planning permission. An additional 130 dwellings above the 250 referred to the submission Site Specific Policies DPD.

\*7 North West Cambridge AAP included in Statement of Housing Land Supply September 2007. Excluded by the Inspectors in their assessment of shortfall. Now addressed as a separate site that will contribute to making up the shortfall.

### 3. Housing Completions 2007-2008

3.1. Both the **Statement of Housing Land Supply** and the **Annual Monitoring Report 2006-2007** predicted that 1,528 net additional dwellings would be completed in 2007-2008. The annual development survey carried out in April/May 2008 recorded 1,291 net additional dwellings completed between 1 April 2007 and 31 March 2008. This is an under performance of 237 dwellings coinciding as it did with the downturn in the housing market towards the end of the period.

3.2. Table 2 shows where the differences between predictions and actual completions occurred. For the majority of categories, the predictions and actual completions were very similar, and any slight increases achieved in some categories are generally balanced by slight decreases in other categories. However two major sites performed significantly worse than predicted, these are:

- Cambourne; and
- the Papworth Everard 3C allocation (known as Summersfield).

**Table 2: Comparison of 2007-2008 Predicted Completions with 2007-2008 Actual Completions**

		Predicted Completions	Actual Completions
Edge of Cambridge	Cambridge East	0	0
	Cambridge Southern Fringe	0	0
	Cambridge Northern Fringe East	0	0
	North West Cambridge	0	0
Northstowe		0	0
Rural Developments	Cambourne Extra Density	0	0
	Rural Allocations in Villages without planning permission	0	0
	Rural Brownfield Allocation: Bayer Crop Science	0	0

	Rural Brownfield Allocation: Papworth West Central	0	0
Existing Permissions	Cambourne	400	221
	Cambridge Northern Fringe West (Arbury Park)	300	301
	Rural Allocations in Villages with planning permission	281	170
	Other Estate Level Sites	370	368
	Small Sites Under Construction	117	179
	Small Sites Not Under Construction	45	
Windfalls		15	52 †
<b>TOTAL</b>		<b>1,528</b>	<b>1,291</b>

† 8 true windfalls plus 44 completions on sites that were not included in the 2006-2007 trajectory but were granted pre 31 March 2007.

3.3. To gain a further understanding of the differences between predicted and actual completions, the predicted and actual completions for each estate level site and site on allocated land have been compared. These detailed lists are reproduced in tables 3 and 4. For small sites it has not been possible to compare predicted completions with actual completions on a site by site basis due to the 10% discount applied to small sites not under construction, and also as a result of the proportional split of the delivery of small sites per year (rather than a site by site assessment of delivery).

**Table 3: Rural Allocations in Villages with Planning Permission – a Comparison of 2007-2008 Predicted Completions with 2007-2008 Actual Completions**

	Planning Permission(s)	Predicted Completions	Actual Completions	Accuracy
Fowlmere 1	S/02035/00	0	0	✓
Girton 1	S/02103/06, S/00691/03 & S/01284/02 (outline)	70	50	↓
Heathfield 1 (SP/6 e)	S/01895/06 & S/01137/05	33	33	✓
Longstanton 1, Phase 2	S/02069/04, S/01876/06 & S/01875/06	47	51	↑
Longstanton 1, Phase 3	S/00682/95 (outline)	0	0	✓
Melbourn 3A (SP/6 b)	S/00593/06	5	2	↓
Meldreth 1	S/01543/02 (outline)	0	0	✓

Papworth 3A	S/01468/04	24	26	↑
Papworth 3C (SP/6 d) (and land to west)	S/02476/03 (outline)	94	0	↓
Steeple Morden 1	S/01966/04, S/01286/06 & S/01133/05	6	6	✓
Willingham 1B	S/00296/06	2	2	✓
<b>TOTAL</b>		<b>281</b>	<b>170</b>	

3.4. Table 3 shows that of the rural allocations in villages with planning permissions, Papworth 3C (Summersfield) performed significantly lower than expected, and construction on this site has still not yet started. However, a revised planning application for part of this site has been submitted, which seeks to amend the scheme. Girton 1 allocation also showed a small under supply compared to predictions.

**Table 4: Other Estate Level Sites – a Comparison of 2007-2008 Predicted Completions with 2007-2008 Actual Completions**

	<b>Planning Permission(s)</b>	<b>Predicted Completions</b>	<b>Actual Completions</b>	<b>Accuracy</b>
Land adj. 1 Hay Close, Balsham	S/00177/06	18	18	✓
Land adj. 8-9 Silverdale Close, Coton	S/00257/06	19	19	✓
Land off 13-23 Hunts Road, Duxford	S/00827/03	12	12	✓
Land adj. Home Farm House, High Ditch Road, Fen Ditton	S/00970/05	6	6	✓
Land at, Burlington Press, Station Road, Foxton	S/02263/05	6	0	↓
Land North of 5-6 Northfield, Fulbourn	S/00771/05	1	1	✓
Hall Farm, School Lane, Fulbourn	S/02093/04 (outline)	0	0	✓
Land at 16-33 St. Vincents Close, Girton	S/01123/05	15	15	✓
Land SW of Lime Farm, Heydon Lane, Heydon	S/00113/05	11	11	✓
Land at Livanos House, Granhams Close, Great Shelford	S/01581/04	20	0	↓
Land R/O 124-158 Main St., Hardwick	S/01416/06	18	0	↓
305 St. Neots Road, Hardwick	S/02297/05	12	12	✓
Land at, 18 Orchard Close, Harston (land at 18 High Street, Harston)	S/01740/04 (outline)	0	0	✓
Land R/O 15-17 Mill Road, Impington	S/02504/04	2	0	↓
Land at Bluebell Woods Caravan Site, Ely Road, Landbeach	S/01134/05	12	12	✓
Land at Oblic Engineering, Church Street, Litlington	S/01341/03	2	2	✓
Land at Cambridge House, Back Lane, Melbourn	S/00045/06	5	0	↓
Land at, Moorlands Residential Home, The Moor, Melbourn	S/00727/06	0	35	↑

	<b>Planning Permission(s)</b>	<b>Predicted Completions</b>	<b>Actual Completions</b>	<b>Accuracy</b>
The Moor, Moat Lane, Melbourn	S/00863/93	8	8	✓
Land off Whaddon Road, Meldreth	S/02365/05	18	18	✓
Land at Elin Way, Meldreth	S/02568/03	10	10	✓
Land South of North Lodge Drive, Papworth Everard	S/01417/07 & S/00542/06	48	49	✓
Land at 1-25 The Green Road, Sawston	S/00255/05	14	14	✓
Land to north of, Holme Way, Sawston	S/00951/06	44	44	✓
Land at, Greenhedges, Bar Lane, Stapleford	S/02236/06	13	8	↓
Land at, The White House, Hay Street, Steeple Morden	S/00902/06	19	19	✓
Land south of The Vicarage, Main St., Stow-Cum-Quy	S/00057/06	37	33	↓
Land at, 5-8 Whitton Close, Swavesey	S/00039/05	0	8	↑
Land at, 750-754 Newmarket Road, Teversham, Cambridge	S/01669/05	0	14	↑
<b>TOTAL</b>		<b>370</b>	<b>368</b>	

3.5. Table 4 shows that in total predicted and actual completions on other estate level sites are very similar, the decreased output of a few sites has been balanced by an increased output on other sites.

#### 4. Housing Supply Update: as at 31 March 2008

- 4.1. As set out in table 1, column c, the Council can currently identify housing land for the provision of 18,361 net additional dwellings for the period 1999-2016. This update has been calculated using the results of the annual development survey carried out in April/May 2008 that lists all dwellings completed between 1 July 1999 and 31 March 2008, and all extant planning permissions as at 31 March 2008. Before a revised housing trajectory is produced and published in the **Annual Monitoring Report 2007-2008**, each of the estate level sites and allocated sites will be tested for deliverability (availability, suitability and achievability) through discussions with landowners and developers, following the methodology set out in the **Statement of Housing Land Supply**.
- 4.2. Table 5, column y, sets out a detailed breakdown of the housing provision identified (and summarised in table 1, above). Column x, of table 5, shows the comparable figures incorporating the Inspectors initial findings but based on the results of the annual development survey carried out in April/May 2007 (as at 31 March 2007).

**Table 5: Housing Supply for South Cambridgeshire: 1999-2016 (based on information as at 31 March 2007 and 31 March 2008)**

		<b>x</b> <b>Inspectors Update –</b> <b>based on March 2007</b>	<b>y</b> <b>Shortfall Update –</b> <b>March 2008</b>
Completions 1999 ...		6,016	7,365
Northstowe		3,750	3,750
Urban extensions (CE & CSF)		2,680	2,680
Unimplemented planning permissions	Cambourne	1011	790
	Arbury	800	499
	Rural allocations in villages with planning permission	959	899
	Estates	603	521
	Small Sites	468	440
Forecast windfalls		0	0
Additional development at Cambourne		950	950
Rural allocations in villages without planning permission		100	0
Draft Site Specific Policies DPD allocations (Bayer CropScience & Papworth West- Central)		467	467
<b>TOTAL</b>		<b>17,804</b>	<b>18,361</b>

- 4.3. Where there are differences between the two sets of figures, a detailed examination has been carried out, and the reasons for the differences are explained in paragraphs 4.4 to 4.10 and tables 6 to 8.

### Completions 1999 ...

- 4.4. Between 1 April 2007 and 31 March 2008, 1,291 net additional dwellings were completed in the district. Between 1 July 1999 and 31 March 2007, 6,074 net additional dwellings were completed. This figure does not match the 6,016 net additional dwellings recorded in the **Statement of Housing Land Supply and Annual Monitoring Report 2006-2007** as the Research & Monitoring Team at Cambridgeshire County Council continually re-assess historic data to remove any inaccuracies.

### Unimplemented Planning Permissions – Cambourne & Arbury Park

- 4.5. Of the 1,011 dwellings at Cambourne with planning permission at 31 March 2007, 221 dwellings are now completed. Similarly, of the 800 dwellings at Arbury Park with planning permission at 31 March 2007, 301 dwellings are now completed.

### Unimplemented Planning Permissions – Rural Allocations in Villages with Planning Permission

- 4.6. Of the 959 dwellings with permission on rural allocations at 31 March 2007, 163 dwellings are now completed. The Waterbeach 1 allocation was given outline planning permission in May 2007 and detailed planning permission in December 2007; therefore 100 dwellings have moved from the 'rural allocations in villages without planning permission' category to the 'rural allocations in villages with planning permission' category. The remaining difference of 3 dwellings is due to minor corrections to the data. Table 6 details the extant planning permissions on rural allocations.

**Table 6: Extant Planning Permissions on Rural Allocations at 31 March 2008**

	Planning Permission(s)	OUTSTANDING AT 31 MARCH 2008		
		Under Construction	Reserved Matters Approved or Full Planning Permission but Not Started	Outline Planning Permission
Fowlmere 1	S/2035/00	0	1	0
Girton 1	S/2103/06, S/0691/03 & S/1284/02	31	14	78
Longstanton 1 (phase 2)	S/2069/04, S/1876/06, S/1875/06 & S/0548/07	12	25	0
Longstanton 1 (phase 3)	S/1390/07 & S/0625/06	0	246	0

Melbourn 3A (SP/6 b)	S/0593/06	3	0	0
Meldreth 1	S/1543/02 (outline)	0	0	20
Papworth 3A	S/1468/04	5	0	0
Papworth 3C (SP/6 d) (and land to west)	S/0093/07	0	359	0
Steeple Morden 1	S/1133/05	0	5	0
Waterbeach 1 (SP/6 c)	S/1737/07	0	100	0
<b>TOTAL</b>		<b>51</b>	<b>750</b>	<b>98</b>

### Unimplemented Planning Permissions – Estate Level Sites

- 4.7. Of the 603 dwellings with planning permission on estate level sites at 31 March 2007, 368 dwellings are now completed. Planning permissions for 285 dwellings on new estate level sites have been permitted, which includes a development of 8 dwellings (net) at Over (Rockmill End) that previously had permission for 4 dwellings (net) and was included in the 'small sites' category. Table 7 details the extant planning permissions on estate level sites, and table 8 details the new planning permissions granted on estate level sites between 1 April 2007 and 31 March 2008.

**Table 7: Extant Planning Permissions on Estate Level Sites at 31 March 2008**

Location	Planning Permission(s)	OUTSTANDING AT 31 MARCH 2008		
		Under Construction	Not Started	Outline Planning Permission
Land adj. Home Farm House, High Ditch Road, Fen Ditton	S/00970/05	5	0	0
Land at, Burlington Press, Station Road, Foxton	S/02263/05	0	12	0
Hall Farm, School Lane, Fulbourn	S/02164/06	9	0	0
Land at Livanos House, Granhams Close, Great Shelford	S/01581/04 & S/01191/07	36	62	0
Land R/O 124-158 Main St., Hardwick	S/01416/06	28	0	0
Land at, 18 Orchard Close, Harston (land at 18 High Street, Harston)	S/01903/07	0	13	0
Land R/O 15-17 Mill Road, Impington	S/02504/04	7	4	0

Land at Cambridge House, Back Lane, Melbourn	S/00045/06	20	0	0
Land at, Moorlands Residential Home, The Moor, Melbourn	S/00727/06	0	19	0
Land at, Greenhedges, Bar Lane, Stapleford	S/02236/06	5	0	0
Land south of The Vicarage, Main St., Stow-Cum-Quy	S/00057/06	15	0	0
Land at, 750-754 Newmarket Road, Teversham, Cambridge	S/01669/05	1	0	0
<b>TOTAL</b>		<b>126</b>	<b>110</b>	<b>0</b>

**Table 8: New Planning Permissions Granted on Estate Level Sites between 1 April 2007 and 31 March 2008**

Location	Planning Permission(s)	OUTSTANDING AT 31 MARCH 2008		
		Under Construction	Not Started	Outline Planning Permission
Phase 2 Land rear of, 1-8 Primes Close, Barrington	S/2064/06	0	14	0
Land at, Moores Farm, Fowlmere Road, Foxton	S/1946/04 (outline)	0	0	14
Land at, Thomas Road, Fulbourn	S/1643/07	0	21	0
Windmill Estate, Fulbourn	S/0987/07 (outline) & S/00986/07	0	41	68
17-34 Flaxfields, Linton	S/1327/07	0	23	0
Land at Southgate Farm, Chesterton Fen Road, Milton	S/2285/03	0	16	0
Land rear of, 13-17 High Street, Over	S/1114/06	0	28	0
Land at Hill Farm, Gog Magog Way, Stapleford	S/0520/07	0	18	0
Land to the Rear of 16, Station Road West, Whittlesford	S/1890/07	0	15	0
37 Rockmill End, Willingham	S/2196/06	6	2	0
Land off Spong Drove and, Rockmill End, Willingham	S/2125/07	0	19	0
<b>TOTAL</b>		<b>6</b>	<b>197</b>	<b>82</b>

#### Unimplemented Planning Permissions – Small Sites

4.8. Table 5 shows 468 dwellings on small sites with unimplemented planning permission, this is made up of 156 dwellings that are under construction and 312 dwellings that had not been started as at 31 March 2007. This includes a 10% discount on the dwellings not started. If all small sites with planning permission were included, this would give a total of 501 dwellings. The respective figures as at 31 March 2008 are 142 dwellings on sites that are under construction, 298 dwellings on sites that have not yet been started (with 10% discount) and a total of 473 dwellings on all small sites if the 10% discount was not applied.

- 4.9. Of the 501 dwellings in March 2007, 179 dwellings are now completed and planning permissions for 20 dwellings have now lapsed. A planning permission at Over (Rockmill End) for 4 dwellings (net) has been replaced by a new planning permission for 8 dwellings (net) and therefore has moved from the 'small sites' category to the 'estate level sites' category. Planning permissions for 180 dwellings on new small sites have been permitted. The remaining difference of 5 dwellings is due to minor corrections to the data.

#### **Rural Allocations in Villages without Planning Permissions**

- 4.10. All of the 100 dwellings included in this category at 31 March 2007, now have planning permission and are therefore included in the 'rural allocations in villages with planning permission'.

## **B - Housing Land Supply Update 1<sup>st</sup> April 2008 to 30<sup>th</sup> September 2008**

The following section provides information on land supply from 1<sup>st</sup> April 2008 until 30<sup>th</sup> September 2008, the six-month period following the last monitoring point. It provides an indication of new supply coming forward through new planning permissions, new planning applications, and large sites where a planning application is anticipated over the next few months. Sites are listed without prejudice to the determination of the any planning application.

The following information is provided:

1. Planning Permissions Granted - Sites where planning permission has been granted during the six month period;
2. Planning Applications where decision to grant planning permission for 9 Dwellings or above awaiting s106 or other issues - estate level sites where the Council's Planning Committee has considered the site and resolved to grant permission subject to resolving remaining issues, such as a section 106 agreement;
3. Pending Planning Applications for 9 Dwellings or above - planning applications submitted to the District Council that have yet to be determined;
4. Other large sites at Pre Application Stage - Other known large sites where a planning application is anticipated.

### 1. Planning Permissions Granted - 82 Dwellings

*Silverdale Avenue, Coton - 14 dwellings*

Demolition of 4 separate parcels of airy houses (14 dwellings) within the village framework, and erection of 28 dwellings (S/0565/07/F).

*Southgate Farm, Chesterton Fen Road, Milton - 10 dwellings*

Use of land as 26 mobile home pitches for gypsies. Site previously had consent for 16 pitches, and therefore will result in a net gain of 10 (S/1653/07/F).

*Small sites (less than 9 dwellings) - 58 dwellings*

The granting of planning permissions on small new sites provides a net gain of 64 dwellings. As they are not classified as under construction, a discount rate of 10% will therefore be applied to allow for any consents that are not eventually built, consistent with approach used in the Statement of Land Supply September 2007.

## 2. Planning Applications where decision to grant planning permission for 9 Dwellings or above awaiting s106 or other issues - 86 dwellings

### *Land North of Challis Green, Barrington - 40 dwellings*

The Council's planning committee gave officers delegated powers to approve the application for 40 affordable dwellings (S/0005/07/O), and it is currently awaiting the completion of a Section 106 Legal Agreement.

### *Land West of Longstanton (Home Farm) - 36 dwellings*

The Council's planning committee approved an application (S/1970/07/F) in May 2008 to increase the site to 546 dwellings, subject to the prior completion of a Section 106 Legal Agreement. This will provide an additional 36 dwellings.

### *Land adj. 52 Harlton Road, Little Eversden - 10 dwellings*

The Council's planning committee gave officers delegated powers to approve the application (S/0629/08/F), and it is currently awaiting a section 106 agreement.

## 3. Pending Planning Applications for 9 Dwellings or above

### *Former Unwins Factory, Impington Lane Impington - 35 dwellings*

Pending planning application (S/1356/08/F) seeking demolition of factory buildings and replacement with residential development.

### *Health Centre, Link Road, Sawston - 22 dwellings*

Former Sawston Health Centre, within the village framework, is subject of a pending planning application (S/1319/08/F) for 22 affordable units.

### *Former EDF Depot & Training Centre Ely Road Milton - 101 dwellings*

Outline planning application (S/1601/08/O) for demolition of existing buildings, and construction of 101 retirement units, on this site in the Green Belt north of Milton.

### *Land at Station Road & Station Road West, Whittlesford Bridge - 21 dwellings*

Land within village framework, is subject of a pending planning application (S/1426/08/O) for residential development.

## 4. Other large sites at Pre Application Stage

### *Caldecote 1 (saved housing allocation) - Land between Highfields Road and East Drive - approximately 90 dwellings*

This a 'saved' housing allocation from the South Cambridgeshire Local Plan 2004, and currently forms part of the development plan. A planning application is anticipated in November.

*Station Road, Gamlingay - approximately 80 to 90 dwellings*

Site currently an employment allocation (Local Plan 2004 'saved' policy Gamlingay 2, submission Site Specific Policies DPD policy SP/11 a), but has remained undeveloped since its allocation in 1993. The Cambridge City and South Cambridgeshire Employment Land Review 2008 concludes that this site be considered for de-allocation in the light of market failure to bring forward development and the absence of any policy rationale to justify its retention. A planning application for mixed employment and residential development is anticipated in late 2008.



## Housing Shortfall Site Assessment Criteria

### Introduction

The Council have prepared a robust process for the assessment of site options for potential allocation for residential development. An important step in this process is the formation of a list of assessment criteria that can be used to compare the relative merits of the sites, and that can also be used to assist the sustainability appraisal process. The Assessment Criteria also provide a level of detail that will enable the Council, and in turn the Inspectors, to make informed decisions on the most appropriate sites to allocated to make up the housing shortfall.

An appropriate and robust set of assessment criteria has been devised from:

- (a) a review of the site assessment criteria used in emerging and adopted Development Plan Documents, such as the North West Cambridge AAP; the Northstowe AAP; and the Gypsy and Travellers DPD; and
- (b) key policies in the Core Strategy DPD and Development Control Policies DPD; and
- (c) Consideration of the sustainability objectives utilised in the Sustainability Appraisal of the SSPDPD.

The Submission Site Specifics Policies DPD was subject to Sustainability Appraisal, and was accompanied by a Final Sustainability Report. As part of this response to the housing shortfall, new policies, and reasonable alternative options, also need to be subject to Sustainability Appraisal and public consultation. A supplement to the Final Sustainability Appraisal has been prepared by independent consultants Scott Wilson, and accompanies the consultation documents.

The Sustainability Appraisal considers the impacts of the plan against a set of sustainability objectives. Sustainability Objectives are a set of aims or targets, devised to test the environmental, social and economic effects of a plan or to compare the effects of alternatives. The Sustainability Objectives for South Cambridgeshire were created through the preparation of the South Cambridgeshire Sustainability Appraisal Scoping Report.

It was considered important to integrate the sustainability appraisal process with the plan making process as much as possible, therefore in developing the site assessment criteria consideration was given to what information was required in order assist consideration of the impact of a site on the sustainability objectives. The emerging criteria were also shared with Scott Wilson, who provided feedback and advice on how they could be further refined.

### The two-tier site assessment

A two-tier assessment methodology has been employed. The purpose of the first tier assessment is to identify whether sites provide reasonable options for development, against a set of high-level key policy considerations and constraints. Sites which pass this first assessment would then be subject to more detailed testing against the tier 2 criteria. Sites which do not pass tier 1 do not warrant further assessment.

As the requirement of government guidance PPS12 and the Strategic Environmental Assessment (SEA) Directive is only to appraise reasonable alternatives, only sites that pass tier 1 would be subject to Sustainability Appraisal.

### **Tier 1 - Strategic Issues**

The purpose of the first tier is to identify in broad strategic terms whether a site is a reasonable option that warrants further assessment, taking account of the location and any key constraints. These include matters such as being located in Flood Zones 2 or 3, or being located in the Green Belt at a Rural Centre.

After completion of a tier 1 assessment it was determined whether a site warranted further assessment. Failure to pass on any one of the criteria would mean that a site cannot be considered as a reasonable alternative site for development and does not undergo further assessment. Sites that passed tier 1 were subject to further testing at tier 2.

### **Tier 2 Site specific criteria**

The Tier 2 assessment has been broken down into 3 sections. After completion of each section a conclusion draws together the issues raised, before a final conclusion draws together all the main issues that have been raised.

#### **Section A - Accessibility**

Factors such as the relative sustainability of the location and access to services, facilities and public transport and potential to improve that situation.

#### **Section B - Development Plan & Constraints**

Includes Development Plan designations and a range of planning and environmental constraints.

#### **Section C - Planning Considerations and Delivery**

Considers planning constraints and delivery issues.

### **The Assessment Criteria**

Table 1 below details each of the assessment criteria that have been completed for each site. The Comments column provides a context for the criteria, detailing the information that will be collected and how it will be assessed. The Sustainability Appraisal Objective column indicates where an assessment criteria links to a Sustainability Appraisal Objective. In many cases the assessment criteria provide information relevant to the consideration of the impact on a number of the Sustainability Appraisal Objectives.

Table 2 below lists all of the Sustainability Appraisal Objectives, and shows which Site Assessment Criteria are relevant to each objective. The comments column indicates why the criteria are relevant to the objective. For some of the Sustainability Appraisal Objectives there are no relevant site assessment criteria. This is often the case where the achievement of an objective will depend on how a site is developed at a detailed level, or where achievement of the objective is not dependent on the specific location.

**Table 1 Site Assessment Criteria**

<b>Overview</b>			
<b>Site Assessment Criteria</b>		<b>Sustainability Appraisal Objective</b>	<b>Comments</b>
a	Location		
b	Site name / address		
c	Objector's Proposal		
d	Housing capacity	1.1, 1.2	<p>A clear understanding of the housing potential of a site is necessary in order to judge the number of sites required to meet the shortfall. For smaller sites, a notional density will be applied, which gives the most appropriate estimate of site capacity at this stage. Development Control Policies DPD policy HG/1 seeks higher densities in areas where there is good access to public transport. The distance of 400m has been applied in other plans, such as the Northstowe AAP, to set a threshold for good access to a public transport node. The definition of good public transport is also provided by the Development Control Policies DPD (30 minute frequency during the day, hourly in the evening and Saturdays, 2 hourly on Sundays). On larger sites, the objection sites submitted by a number of representors include areas of land they do not intend to develop, or are beyond the scale of development required. In many cases the representors put forward a housing capacity, based on initial masterplans that is used as a guide to capacity.</p> <p>Sites must be of suitable scale for allocation. Allocations are not generally made for sites of less than estate scale development (9 or more dwellings).</p>
e	Site description		
f	Site context	3.2	

g	Stage in development sequence		Core Strategy Policy ST/2 requires a sequential approach to development, looking first to the edge of Cambridge, then Northstowe, then Rural Centres or other villages.
h	Location identified in Structure Plan Policy P9/2c?		Saved Structure Plan policy P9/2c lists a number of locations on the edge of Cambridge where provision should be made for housing and mixed-use development, on land to be released from the Green Belt. The principle of development in these locations is therefore established and the issue for the DPD is the identification of land that can be released from the Green Belt consistent with the policy.
i	Allocated for housing in an existing plan?		The North West Cambridge AAP has reached submission stage. Land in South Cambs predicted to come forward by 2016 will contribute to the housing shortfall identified by the Inspectors. The Inspectors have confirmed this approach in view of the potential to coordinate the completions of the North West Cambridge AAP and the Site Specific Policies DPD. The site has been included in this assessment to enable a comparison with other potential new allocations.

Tier 1: Strategic considerations			
Site Assessment Criteria		Sustainability Appraisal Objective	Comments
1a	Green Belt		PPG2 paragraph 2.7 requires that once Green Belts have been established that boundaries can only be changed where identified in a structure plan or where other exceptional circumstances exist which necessitate such revision. RPG6 required a strategic review of the Cambridge Green Belt and set the context for that review. The Structure Plan identifies specific locations where land should be released from the Green Belt for development on the edge of Cambridge. An assessment has been undertaken to identify whether there are any additional reasonable alternative site options that should be included in

			<p>the site assessment on the edge of Cambridge.</p> <p>In terms of Green Belt sites on the edge of Rural Centres, there would need to be exceptional circumstances demonstrated in order to release any land from the Green Belt. An assessment of Green Belt sites at Rural Centres would only need to be carried out if suitable new allocations could not be found higher up the settlement hierarchy. This has not proven to be the case, and therefore such sites are not assessed beyond tier 1.</p> <p>A number of sites have been designated as Major Developed Sites in the Green Belt where in principle redevelopment could take place consistent with planning policy. 3 such sites are identified in Policy GB/4 of the Development Control Policies DPD 2007. Babraham Hall, a research park, and Girton College are both in continuing use and not available for residential redevelopment. Fulbourn Hospital and Ida Darwin Hospital are identified as a single Major Developed Site. Representations to the SSPDPD Examination seek the redevelopment of Ida Darwin Hospital for residential use. The Fulbourn Hospital part of the site comprises Capital Park, in employment use, and Fulbourn Hospital where the improvement of existing mental health facilities is proposed. The assessment will therefore include the Ida Darwin part of the Major Developed Site.</p>
1b	Flood risk	4.3	<p>PPS25 requires a sequential approach to development and Flood Risk. Land in zones 2 or 3, in that sequence, should only be allocated if it can be demonstrated that there are no reasonably available sites in zone 1 (the lowest risk of flooding) and must then take account of the vulnerability of the proposed land use and apply the exception test. Land in zone 2 or 3 will therefore be ruled out unless the site search identifies no suitable and available land in zone 1. In some cases larger sites include areas of land within zone 2 or 3 which could potentially be</p>

			avoided by a development scheme but this should be taken into account in assessing the housing capacity of such sites. Information will be gained from the Environment Agency Flood Zone maps in combination with the Council's Strategic Flood Risk Assessment.
1c	European Nature Conservation Sites	2.1	European sites include SAC, SPA, and RAMSAR sites. If development would damage such a site it is not a reasonable alternative. This could include the effects of development away from the site.
1d	SSSI	2.1	Sites of special nature conservation or geological interest. Development on these sites should be avoided, but account must also be taken of the impact of development near by.
1e	Scheduled Monument	3.1	Nationally important archaeological remains. Development on such sites or affecting their settings should be avoided. Specific consent would be required from Secretary of State for development on a Scheduled Monument.
1f	Listed Buildings	3.1	Sites should be avoided that would require the loss of a listed building. The impact of nearby development on the setting of a listed building must also be considered.

1g	Historic Parks & Gardens	3.1	English Heritage's Register of Parks and Gardens of Special Interest are of national importance and are shown on the LDF Proposals Map.
1h	Could the site form an extension to an existing settlement?		There is no strategic context for a further new settlement beyond Northstowe, therefore any site must be capable of forming an extension to an existing settlement or otherwise be consistent with policy, e.g. redevelopment of a Major Developed Site in the Green Belt. Where a site is clearly not related to an existing settlement this is identified at Tier 1 and no further assessment is undertaken. Where a site is physically close to or opposite an existing settlement a detailed tier 2 assessment is carried out to test whether there is potential for development to form a logical and sustainable extension to the settlement.

**Tier 2: Site specific criteria**

<b>Section A</b>			
<b>Site Assessment Criteria</b>		<b>Sustainability Appraisal Objective</b>	<b>Comments</b>
2a	Sustainability ranking of settlement	1.2, 4.1, 5.1, 6.2	See explanation in Chapter 4.
2b	Accessibility to local employment (ratio jobs to workers)	4.1, 5.1, 6.1, 6.2, 7.1	Rather than measuring the distance to a specific employment opportunity, this provides an indication of the level of opportunity to work in the settlement as a whole. It compares the workplace population (the number of people that work in an area), to the resident economically active population. A ratio greater than 1 would indicate more jobs than workers in a village.

2c	Accessibility to Key Cambridge Locations		Measures the distance from the centre of the site to the Cambridge Science Park, City Centre, and Addenbrooke's Hospital.
2d	Accessibility to key services (supermarket, primary school, secondary school, post office, doctors)	4.1, 5.1, 6.1, 6.2, 7.2	In order to provide an indication of the sustainability of a site, distance to key services and facilities has been measured. For some very large sites, new facilities may be provided as part of a development proposal located either within the site or as part of a nearby development or existing centre.
2e	Accessibility of existing public open space (public outdoor sport, children's formal playspace)	6.1	Although larger developments will be expected to provide play space and sports pitches as part of the development in line with the adopted open space standards, for smaller sites, access to children's play facilities and sports facilities must be considered.
2f	Education requirements or potential for additional provision	6.1, 7.1	The infrastructure requirements of a new development must be considered. There may be capacity in existing schools to serve the needs of new developments, there may be potential for improvements to existing schools to serve additional pupils. Larger developments may create a requirement for new schools.
2g	Potential for additional services or facilities	6.1, 7.2	Is there potential for the development to provide new services and facilities to meet its needs?
2h	Accessibility to public transport (distance to nearest bus stop or train station from nearest and furthest point of site)	4.1, 6.1, 6.2	In order to provide an indication of the sustainability of a site, accessibility of a site to public transport has been measured. Distance to the nearest public transport node (i.e. bus stop) is one element of considering the quality of access to public transport. It should also be considered that in relation to some very large sites new or revised public transport routes or stops may be provided to meet the needs of the development.

2i	Quality of public transport at nearest bus stop or train station (identified by above)	4.1, 6.1, 6.2	The other element of public transport accessibility is frequency of service. Each site will be tested against the definitions of high quality and good quality public transport defined in the LDF. High Quality Public Transport:- Generally service frequencies of at least a 10 minutes peak / 20 minutes inter-peak. Weekday evening frequencies of ½ hourly until 11pm, Saturday ½ hourly 7am - 6pm, then hourly and Sunday hourly 8am - 11pm. Good Quality Public Transport - Minimum service frequencies of every 30 minutes during the day, hourly in the evenings and on Saturdays. Every 2 hours or better on Sundays.
2j	Existing Public Transport Summary	4.1, 6.1, 6.2	Summarises the current public transport available.
2k	Existing Cycling Infrastructure	4.1, 5.1	Considers whether existing infrastructure exists to support cycling, such as dedicated cycle paths or lightly trafficked routes.
2l	Potential for Transport Improvements	4.1, 5.1, 6.1, 6.2, 7.2	New development may provide the opportunity for transport infrastructure improvements, required to meet the needs of the additional population.
2m	Likelihood of achieving high share of sustainable modes	4.1	Taking account of the relative accessibility of the location, and the potential for transport improvements, assesses the potential share of journeys that would be made by non-car modes.

<b>Section B</b>			
<b>Site Assessment Criteria</b>		<b>Sustainability Appraisal Objective</b>	<b>Comments</b>
3a	Within village Framework?		Does the site lie within village framework defined on the LDF proposals map?
3b	Allocated for another use in the LDF?		Some land with housing potential may already be allocated in the LDF for an alternative use. This will need to be weighed up against its potential for housing.

3c	Designations in Minerals & Waste Plans		The County Council is responsible for preparing development plans in relation to minerals and waste. These plans allocate sites and identify safeguarded areas. Impact on site selection will depend on the designation. Many areas of search cover large areas, and would not rule out a site for residential development. The adopted Minerals Local Plan 1991 and Waste Local Plan 2003 are the primary source of information. The Minerals and Waste LDF has reached the preferred options stage.
3d	Other local designations		Any other designations that apply to the site from the Local Development Framework. Key designations will have been addressed elsewhere in the site criteria, so this indicator is likely to be for information purposes only.
3e	Conservation Area	3.1, 3.2	Location in a Conservation Area does not rule out development as a matter of principle, but the impact on the historic qualities of the area must be taken into account. This includes development adjoining or near by which could impact on its setting.
3f	Important Countryside Frontage	3.2	ICF are designated on the LDF proposals map to indicate land with a strong countryside character that penetrates or sweeps into villages or separates two parts of a built-up area. Such land enhances the setting, character and appearance of the village by retaining the sense of connection between the village and its rural origins and surroundings. Although not of sufficient weighting to rule out assessment of a potential site, presence of an ICF is an indicator of potential harm to village character.
3g	Protected Village Amenity Area	3.2	PVAA are designated on the LDF proposals map, to show open land within frameworks protected for its contribution to the character of a village. Although not of sufficient weighting to rule out assessment of a potential site, presence of a PVAA is an indicator of potential harm to village character and amenity.

3h	County Wildlife Site	2.1	Sites of important nature conservation value within a County context, although not statutorily protected, other than through development plan policy.
3i	Local Nature Reserve	2.1	Area that is formally designated as of special nature conservation interest locally. In declaring a LNR a local authority commits to manage the land as a nature reserve and protect it from inappropriate use or development.
3j	Tree Preservation Order(s)	2.1	The presence of TPO trees does not rule out development, as appropriate protection or mitigation may be possible.
3k	Public Rights of Way Crossing the Site	2.3	Public paths in rural areas (footpaths, bridleways and byways) provide an important resource for walkers and, in appropriate cases, for cyclists and horse riders. Where rights of way are present it is important to consider the impact of development on the route, for example would a route require re-routing. Rights of way also may have biodiversity implications, linking areas of habitat.
3l	Public rights of way leading from the site	2.3	Public Rights of Way enable access to the countryside, and therefore are a consideration when considering the sustainability appraisal objective of improving access to wild places. Information on nearby routes that have potential to provide countryside access is therefore important.
3m	Non statutory archaeological site	3.1	Known features on a site contained on Cambridgeshire Historic Environment Record. However, this does not guarantee there are no archaeological remains present, and further

			investigation may be required on sites before they are developed.
3n	Previously Developed Land	1.1	Policy ST/3 of the Core Strategy DPD requires a minimum of 37% of new dwellings in South Cambridgeshire to be built on previously developed land between 1999 and 2016. Appropriately located previously developed land should be given priority over Greenfield land.
3o	Agricultural Land Classification Grade 3 or above	1.1	<p>Most of South Cambridgeshire's farmland is in the higher grades of the Agricultural Land Classification maps produced by the Department for Environment, Food and Rural Affairs. Grades 1, 2 and 3a are the grades which comprise the best and most versatile land which is a national resource. This indicator therefore captures if the site comprises land in these grades.</p> <p>The scale of development in South Cambridgeshire means that there will inevitably be some loss of agricultural land of these higher grades, but this should be minimised by using previously developed land or lower grades where possible and compatible with the strategy.</p>
3p	Ground Water Source Protection Zone		The Environment Agency designates Source Protection Zones where there is a risk of contamination to groundwater resources. The presence of a Source Protection Zone does not rule out development, but may influence land use or require pollution control measures.
3q	Drainage Issues	1.3	Flood risk from watercourses is addressed in tier 1 of the assessment. However, there may be other drainage issues such as capacity of drainage infrastructure.
3r	Land contamination		Information from the Council's contaminated land records. The presence of contamination will not always rule out development, as mitigation may be possible, although this could impact on delivery in terms of economic viability and timing of development.

3s	Air Quality issues	4.1	Air Quality Management Areas are declared for areas where air quality objectives are not being met. They do not automatically make an area unsuitable for development, but are a material consideration.
3t	Noise Issues	4.1, 5.1	Considers whether there any existing noise sources that could impact on the suitability of a site for development, or that could require mitigation measures to be included in a development scheme.
3u	Known ecological constraints to development	2.1, 2.2	In many cases habitat surveys have been carried out on behalf of objectors, and in other cases information from the biological records office has been obtained by the Council. This will provide information on known species, and highlight any protected or biodiversity action plan priority species.

<b>Section C</b>			
<b>Site Assessment Criteria</b>		<b>Sustainability Appraisal Objective</b>	<b>Comments</b>
4a	Planning History		A number of sites under consideration have previously been considered through the plan making or planning application process.
4b	Implications of scale of site for settlement character	3.2	The scale of development needs to be considered in the context of the size and character of the settlement at which it is proposed to ensure it would not have a harmful affect on the overall character of the settlement.
4c	Potential to create sustainable mixed development	6.1, 7.2	The ability to provide a sustainable development may be influenced by the scale of development. Very large developments can offer opportunities to provide new accessible services and facilities that can be masterplanned to be more accessible to new residents than existing facilities would be to smaller sites. Similarly with public transport, a large scale development may provide sufficient new patronage to support a high quality public transport service that would have benefits to new residents and those living close to the site.

4d	Relationship to existing settlement	3.2	Examines how the site relates to the settlement which it adjoins.
4e	Impact of development on local character and appearance	3.2	Impact on landscape character, and the setting of the settlement. This indicator is qualitative rather than quantitative. Where studies exist of landscape or townscape character these have been used to inform the assessment.
4f	Impact on purposes of the Green Belt	3.2	Consider the impact of loss of the green belt in this location on the objectives of the Green Belt defined in the Core Strategy DPD. Impacts could include the coalescence of settlements.
4g	Road capacity and access		Sites will need to be capable of achieving appropriate access that meets Local Highway Authority standards for the scale of the development. For large sites in particular, the issue of capacity in the surrounding network will also be relevant. The Highways Agency and the Local Highways Authority have been consulted on the sites.
4h	Potential for countryside access (e.g. linked to scale of development / developers proposals)	2.3	A number of site options are very large in scale, and have the potential to bring with them countryside access improvements such as country parks. Where a proposal submitted as an objection site includes an element of countryside open space this has been highlighted. The potential depends on the specific circumstances of the site.
4i	Deliverability (e.g. key infrastructure constraints)	7.2	New housing will require necessary infrastructure to be in place to meet the needs of new residents, such as transport, schools etc. Infrastructure required is likely to depend on the scale of the site, and the location, as well as

			existing infrastructure available. The timing of infrastructure and any implications for delivery will be considered.
4j	Deliverable completions by 2016		Developability is a key consideration according to PPS3. The aim of the project is to address a housing shortfall by 2016, so the number of dwellings that can actually be delivered by that date is crucial to site selection. This will be guided by key infrastructure constraints.

**Table 2 Sustainability Objectives and links to Site Assessment Criteria**

Sustainability Appraisal Objective		Relevant Site Assessment Criteria	Why?
<b>Land and Water Resources</b>			
1.1	Minimise the irreversible loss of undeveloped land and productive agricultural holdings	3n, 3o, d	The re-use of previously developed land (PDL) will minimise the loss of undeveloped land. Policy NE/17 requires the protection of high quality agricultural land (grades 1, 2 & 3a). Higher density developments will make more efficient use of available sites.
1.2	Reduce the use of non-renewable resources including energy sources	2a, d	The sustainability of the settlement; and the density of development will have an impact on the sustainability of the site, and therefore on levels of greenhouse gas emissions.
1.3	Limit water consumption to levels supportable by natural processes and storage systems	3q	The absolute effect of further development will be to put additional strain on already stretched water resources in the sub-region. The actual impact will be dependent on site-specific implementation of water conservation measures.  Drainage issues, particularly relating to waste water, may also be relevant.

<b>Biodiversity</b>			
2.1	Avoid damage to designated sites and protected species	1c, 1d, 3h, 3i, 3j, 3u	Relevant indicators address designated sites e.g. SSSIs, Local Nature Reserves, European Nature Conservation Sites, County Wildlife Sites and TPOs.
2.2	Maintain and enhance the range and viability of characteristic habitats and species	3u	Criteria explores the impact on habitats and species.
2.3	Improve opportunities for people to access and appreciate wildlife and wild places	3k, 3l, 4h	Public Rights of Way are important in allowing people to access and appreciate wild places. Some sites may also provide the potential to improve access to the countryside.

<b>Landscape, townscape and archaeology</b>			
3.1	Avoid damage to areas and sites designated for their historic interest, and protect their settings.	1e, 1f, 1g, 3e, 3m	Relevant indicators address impact on areas and sites designated for their historic interest e.g. Scheduled Monuments, Listed Buildings, Historic Parks & Gardens, Conservation Areas and non-statutory archaeological sites.

3.2	Maintain and enhance the diversity and distinctiveness of landscape and townscape character	f, 3e, 3f, 3g, 4b, 4d, 4e, 4f	Important Countryside Frontages, Protected Village Amenity Areas and Conservation Areas ensure protection of the landscape and townscape character. Site context (e.g. topography, views, impact on surroundings) is important in assessing the impact on the local character.
3.3	Create places, spaces and buildings that work well, wear well and look good		Effects will depend on the final masterplan for a site.

<b>Climate change and pollution</b>			
4.1	Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	2a, 2b, 2d, 2h, 2i, 2j, 2k, 2l, 2m, 3s, 3t	The sustainability of the settlement; the accessibility of key services, employment and good / high quality public transport; and the density of a development will have an impact on the sustainability of the site, and therefore on levels of greenhouse gas emissions and air quality.
4.2	Minimise waste production and support the recycling of waste products		At this stage there is no evidence to suggest how suitable development at this location will be for adopting sustainable waste management practices
4.3	Limit or reduce vulnerability to the effects of climate change (including flooding)	1b	The indicator considers flood risk, and is directly relevant.

<b>Healthy communities</b>			
5.1	Maintain and enhance human health	2a, 2b, 2d, 2k, 2l, 3t	The sustainability of the settlement; the accessibility of key services, employment and the density of a development will have an impact on the sustainability of the site, which in turn will have an impact on human health.
5.2	Reduce and prevent crime, and reduce the fear of crime		There is no evidence available to suggest whether this location will be particularly suited or unsuited to preventing crime or the fear of crime. Much will depend on the final masterplan.
5.3	Improve the quantity and quality of publicly accessible open space	4h	Sites will be required to make provision according to the Council's open space standards. There may be potential for some sites to enhance access to the countryside and public openspace.

<b>Inclusive communities</b>			
6.1	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	2b, 2d, 2e, 2f, 2i, 2g, 2h, 2j, 2l, 4c	Relevant indicators address whether a site is suitable for a mix of uses, and therefore whether the quality, range and accessibility of services and facilities can be improved. Accessibility to services criteria are also relevant.

6.2	Redress inequalities related to age, gender, disability, race, faith, location and income	2a, 2b, 2d, 2h, 2i, 2j, 2l	The sustainability of the settlement; the accessibility of key services, employment and good / high quality public transport; and the density of a development will have an impact on the sustainability of the site. More sustainable locations will help to address any inequalities related to age, gender, disability and income [i.e. less need for a car, makes travel easier for older people, disabled and low income].
6.3	Ensure all groups have access to decent, appropriate and affordable housing	d	It is likely that all sites would be required to make provision for affordable housing, in line with the Council's adopted policies. Scale of contribution will depend on the scale of the site.
6.4	Encourage and enable the active involvement of local people in community activities		There is no evidence available to suggest whether a location will be particularly suited or unsuited to active involvement of local people in community activities.

<b>Economic activity</b>			
7.1	Help people gain access to satisfying work appropriate to their skills, potential and place of residence	2b, 2f	Good accessibility to local employment will help people gain access to satisfying work.
7.2	Support appropriate investment in people, places, communications and other infrastructure	2d, 2g, 2l, 4c, 4i	Relevant indicators address potential improvements in services, facilities and infrastructure.
7.3	Improve the efficiency, competitiveness, vitality and adaptability of the local economy		The general provision of residential development will contribute to the objective of improving the homes jobs balance of the area.

**KEY**

 No matched site assessment criteria.

## **Relative Sustainability of Settlements – Definition of Indicator 2a of the Housing Shortfall Site Assessment Criteria**

In order to consider the relative merits of developing at different settlements, a separate assessment has looked at each settlement's stage in the East of England Plan and the Core Strategy sequences and then carried out a comparative assessment of the sustainability merits of the different locations.

The starting point for the identification of sites to make up the housing shortfall is the sequential approach prescribed by Core Strategy Policy ST/2:

**The District Council will make provision for 20,000 new homes in South Cambridgeshire during the period 1999 to 2016 in locations in the following order of preference:**

- 1. On the edge of Cambridge;**
- 2. At the new town of Northstowe;**
- 3. In the rural area in Rural Centres and other villages.**

However, this is also informed by the development sequence set out in Policy CSR1 of the East of England Plan 2008, which puts land within the built-up area of Cambridge at the top of the search sequence.

### **1. Within the built-up area of Cambridge**

Sites within the built up area of Cambridge are therefore clearly at the top of the search sequence for suitable sites to make up the housing shortfall if any such sites are identified within South Cambridgeshire.

### **2. Edge of Cambridge**

Sites on the edge of Cambridge are at the top of the search sequence in the Core Strategy for suitable sites to make up the housing shortfall.

### **3. Rural Centres**

With regard to any of the housing shortfall that could not be met at suitable sites at the higher stages in the sequence, any new allocations would have to be made at stage 3 in the order of preference set by the Core Strategy:

“In the rural area in Rural Centres and other villages”.

The Core Strategy sets a rural settlement hierarchy with Rural Centres comprising the larger more sustainable villages. In view of the focus on sustainable development in national planning policy guidance and in the East of England Plan 2008 (Policy CSR1), any development that must take place in the rural area should be at Rural Centres. The scope of the assessment of potential sites to make up the housing shortfall is therefore limited to sites on the edge of Cambridge and at Rural Centres (there are unlikely to be any opportunities for increasing the level of development to 2016 at Northstowe).

In considering sites at Rural Centres, consistent with the objectives underpinning the development strategy to focus as much development as possible at or close to Cambridge, consideration of potential additional site allocations should also have regard to the relative sustainability merits of the Rural Centres and how they relate to the overall development strategy.

The principles underlying the East of England Plan and the strategy for the Cambridge Sub Region, as originally set out in the Structure Plan and now provided by the Core Strategy, are to focus development at or close to Cambridge in order to address an imbalance in jobs and homes and minimise journeys to work, services and facilities.

Therefore Rural Centres very close to Cambridge would have some advantages over those further away, particularly because of the opportunities to cycle as well as use public transport. The level of services and facilities within a Rural Centre will also be a valid consideration in assessing its overall sustainability.

**a. Location**

The five Rural Centres fall into two groups: the necklace villages that are located in close proximity to Cambridge and within a distance that a significant number of trips could be made by cycle (measured by road or cycle path to the market square), and those that are further from Cambridge and where only very keen cyclists would make the journey.

Each group can then be ordered on the basis of a combination of cycling distance and access to High Quality Public Transport services (based on a 10 minute bus frequency and other requirements as defined by the DPDs). Whilst none of the Rural Centres fully meet the HQPT test at this time, several do so for the main part of the working week.

Group A

1. Histon & Impington (HQPT 7.29am – 6.33pm) – 5.5km (3.4 miles)
2. Gt Shelford & Stapleford (HQPT 6.56am – 7.04pm) – 7.5km (4.7 miles)
3. Fulbourn (20 mins bus frequency) – 8km (5 miles)

All of these villages are within reasonable cycle distance of Cambridge and connected by cycle paths.

Group B

4. Sawston (HQPT 6.49am – 7.12pm) – 10.5km (6.5 miles)
5. Cambourne (20 mins bus frequency) – 14.7km (9.1 miles) – (11.0km (6.9 miles) to centre of Bourn Airfield)

These two villages are connected to Cambridge by cycle paths and lightly trafficked roads (Cambourne) but distances will discourage all but the most determined cyclists.

**b. Services and Facilities**

It is also relevant to assess the relative sustainability of each Rural Centre in terms of the level of services and facilities within the village. The tests the Council used in determining which villages should be Rural Centres took account of:

- Public transport provision (as above)
- Provision of, or access to, a secondary school
- Village facilities (primary school, PO, doctor's surgery, foodstore)
- Local employment provision

Village services and facilities information tends to reinforce the ordering above both in terms of the availability of shops and other services and facilities, and the presence of village colleges at Histon & Impington and Sawston.

The County Council is known to be investigating the provision of a federated secondary school at Cambourne on the basis of the increase in the planned development proposed in the Submission Site Specific Policies DPD and the population profile of Cambourne which has a high proportion of children of school age.

**Ranking of settlements for the purposes of site assessment:**

The ranking of settlements will therefore be shown as follows in the site search matrix:

- |                 |                                       |
|-----------------|---------------------------------------|
| 1 <sup>st</sup> | Within the built up area of Cambridge |
| 2 <sup>nd</sup> | Edge of Cambridge                     |
| 3 <sup>rd</sup> | Histon & Impington                    |
| 4 <sup>th</sup> | Great Shelford & Stapleford           |
| 5 <sup>th</sup> | Fulbourn                              |
| 6 <sup>th</sup> | Sawston                               |
| 7 <sup>th</sup> | Cambourne                             |

## Sites Subject to Tier 3 Assessment

<b>Site Number</b>	1				
<b>Location</b>	Within the built up area of Cambridge				
<b>Site Name / Address</b>	Parcel L2, Arbury Park				
<b>Objector [ref no]</b>	N/A	<b>Rep No.</b>	N/A	<b>Objection site ref</b>	N/A
<b>Objector's Proposal</b>	The site was not subject to objections to the Site Specific Policies DPD. The site is part of a wider allocation for residential led mixed-use development in the South Cambridgeshire Local Plan 2004 and carried forward into the Submission Draft Site Specific Policies DPD. The site has been the subject of a recent planning application, and subsequent appeal for non-determination (together with site 2), seeking residential development as an alternative to the mixed use development shown for this parcel on the Arbury Park Development Framework Plan.				
<b>Site Size</b>	0.29 ha				
<b>Housing Capacity</b>	The nature of the site is likely to be suited to flats. It is estimated that it has capacity for around 30 units, which would be in addition to the 900 dwellings already approved at Arbury Park.				
<b>Site Description</b>	Square parcel of land in the north east corner of the Arbury Park site. The site was formerly agricultural land, but has been cleared for development.				
<b>Site Context</b>	The A14 lies immediately to the north, the remainder of the Arbury Park development adjoins the site. An area of public open space is planned immediately adjoining the site.				
<b>Stage in development sequence</b>	Within the built up area of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No (already excluded from the Cambridge Green Belt)				
<b>Allocated for housing in an existing plan?</b>	Yes (Local Plan 2004 Policy CNF1 allocated for a sustainable housing-led mixed-use development). This is carried forward in Policy SP/1 of the Submission Draft Site Specific Policies DPD.				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No		<b>Flood Risk</b>	No	
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	

<b>Historic Park &amp; Garden</b>	No		<b>Suitable scale for housing allocation</b>	Yes	
<b>Could site form an extension to an existing settlement?</b>	The site forms part of the Arbury Park development which lies within the built up area of Cambridge by virtue of the allocation in the Local Plan 2004 and subsequent planning permission. Whilst it was not formally shown within the development framework in the Local Plan, this anomaly is addressed by the inclusion of the Arbury Park site within the development framework of Cambridge on the submission Proposals Map.				
<b>Tier 1 conclusion:</b>	There are no fundamental constraints to development.				
<b>Does the site warrant further assessment?</b>	Yes				

<b>Tier 2</b>
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<b>Section A</b>				
<b>Sustainability ranking of settlement</b>	1st			
<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form part of a development within the urban area of Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance. It is located within walking distance of the major employment areas at the Cambridge Science Park and Cambridge Business Park and has public transport and cyclepath access to the rest of Cambridge.			
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
1.5 km	4.5km		8.5 km	
<b>Accessibility to Key Services</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Supermarket / Food Shop</b>	890m	970m	1,420m	1,530m

<b>Primary School</b>	380m	445m	535m	650m
<b>Secondary School</b>	1,120m	1,180m	1,535m	1,645m
<b>Post Office</b>	1,230m	1,290m	1,635m	1,750m
<b>Doctor's Surgery / Medical Centre</b>	1,090m	1,150m	1,485m	1,600m
<b>Existing Public Outdoor Sport</b>	385m	460m	670m	780m
<b>Existing Children's Formal Playspace</b>	120m	200m	120m	235m
<b>Education Requirements or Potential for Additional Provision</b>	<p>This site would be likely to lead to the following increases in pupil numbers: Primary Pupils – 4 additional pupils; Secondary Pupils – 3 additional pupils.</p> <p>The 3 Arbury Park sites being assessed are all within the Orchard Park catchment area. This school is currently at capacity from previous development at Arbury Park, and recent proposals for additional development have highlighted the need for additional capacity at the school. The school, currently 120 places has the capacity to be expanded to 210 places, so sufficient site capacity is available. Section 106 contributions would need to be sought to fund the provision of additional capacity.</p> <p>Arbury Park is within the catchment area for Manor Community College, capacity at which is currently being used to make secondary education provision for the current development at Arbury Park. Manor currently has surplus capacity, of about 200 places. This is sufficient to enable the needs of the 3 Arbury sites to be met without additional funding from the developer being sought.</p>			
<b>Potential for Additional Services or Facilities</b>	<p>This site forms part of the wider Arbury Park development that includes provision of new services and facilities including a local centre. The site is not anticipated to provide new facilities within the site and any required provision would be through contributions to enhanced facilities elsewhere in the Arbury development.</p>			
<b>Accessibility to Public Transport</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Distance to nearest Bus Stop</b>	35m	110m	50m	165m
<b>Quality of Public Transport</b>	<p>Mon-Fri every 20 mins between 6.30am - 8.00pm then hourly in the evening. Sat every 20 mins between 7.30am - 8.00pm then hourly in the evening and hourly on a Sunday between 9.30 am - 11.30pm</p>			

<b>Existing Public Transport Summary</b>	Arbury Park is served by the Citi4 bus service, which runs at a frequency of 3 buses an hour. Currently Citi4 buses do not penetrate the development but the longer-term intention is that they will do. A large proportion of Arbury Park is also within 800m of the route of the Citi1 bus service, which runs at a frequency of 6 buses an hour from Arbury. Once the CGB is opened there will be additional bus services directly serving the Arbury Park development at a likely frequency of at least 3 buses an hour during the peak periods.
<b>Existing Cycling Infrastructure</b>	Arbury Park is reasonably connected to the wider Cambridge cycle network.
<b>Potential for Transport Improvements</b>	Even if all 3 of the additional sites at Arbury Park being assessed were developed at the same time improvements to the existing bus services would be limited both by potential patronage and the scale of S106 funding available. However once the CGB is open this site will benefit from excellent public transport links anyway.
<b>Likelihood of achieving high share of sustainable modes</b>	The site lies within the ward of Histon & Impington; according to the 2001 Census Travel to Work data 58% of residents in Histon & Impington drive a car/van to work. The site is also adjacent to the Cambridge City ward of King Hedges; according to the 2001 Census Travel to Work data 45% of residents in King Hedges drive a car/van to work. Given the site's excellent public transport links and proximity to key trip generators within Cambridge a car driver mode share closer to that achieved in King Hedges of 45% could be expected.
<b>Section A conclusion:</b>	The site is in a sustainable location within the built up area of Cambridge with good access to local services and facilities in the wider Arbury Park development and employment in the nearby Science Park, as well as by good public transport provision served by a number of routes, including the guided busway.

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Framework?</b>	No	But this anomaly is proposed to be addressed by inclusion of Arbury Park within Development Framework on Submission Site Specific Policies DPD Proposals Map.	<b>Allocated for another use in the LDF?</b>	No	Submission Site Specific Policies DPD Policy SP/1 allocates the wider site for sustainable housing led mixed use development.

<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No				
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	No				
<b>Public Rights of Way Crossing the Site</b>	No				
<b>Public Rights of Way leading from the site</b>	No	The nearest public right of way is Mere Way, starting around 200m to the east of the site, which passes through open countryside to Landbeach.			
<b>Non Statutory Archaeological Site</b>	No	The area has been subject to archaeological evaluation and no further works are considered necessary.			
<b>Previously Developed Land</b>	No				
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 2			
<b>Ground Water Source Protection Zone</b>	No				

<b>Drainage Issues</b>	No	The site is located within flood zone 1. An existing strategic surface water drainage system has been developed for the current development of the Arbury Park Site. A site specific Flood Risk Assessment was submitted as part of the recent planning application. This concluded that planned attenuation measures for Arbury Park are likely to be sufficient to accommodate residential use of the parcel.
<b>Land Contamination</b>	No	The original outline planning permission for the wider area included a condition about land contamination and remediation which has already been addressed and any issues dealt with prior to development on the Arbury Park development commencing.
<b>Air Quality Issues</b>	Yes	This site lies within the Air Quality Management Area (AQMA) along the A14. The principle of development in this location is already established through the outline planning permission for the wider Arbury park development. The proposal is for residential dwellings, which introduces sensitive receptors to the AQMA. It also has the potential to cause a negative impact on the AQMA, although the difference between residential and the currently anticipated commercial uses would be the relevant issue here. Monitoring of pollutants within the AQMA continues, although at present, results are not showing signs of consistent improvement. It would be vital that adequate and detailed low emissions policies were brought forward with any allocation so as to cause zero impact on the AQMA. The ability to create a satisfactory residential environment needs to be tested. Monitoring should be undertaken on this particular site to confirm whether a satisfactory residential environment can be created, for example by locating development towards the southern part of the site further away from the A14 and through other possible mitigation measures to protect future residents from poor air quality. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered. Air quality will be a significant issue with regards to this site. It is recommended that this issue is raised and resolved prior to any allocation of the land. Air quality was an issue debated at the recent planning application appeal inquiry and the Inspector's report on that application will be relevant.
<b>Noise Issues</b>	Yes	<p>The site is immediately adjacent to the A14 lying to the north of the site which is proposed to be upgraded with improvements for an extra lane – moving it closer to site - and is also close to the Cambridge Guided Busway scheme. Traffic noise impact is a serious consideration for any future residential uses in this area and it is recommended that this noise constraint is fully considered prior to any allocation.</p> <p>The area is already subject to approved planning application S/2379/01/O. The application is subject to a condition for noise attenuation measures to protect residential receptors from noise. There is a document “<i>Arbury Camp. Noise Attenuation Scheme Final Draft</i>” (March 4 2005) produced by WSP Acoustics for Gallagher Estates. The current acoustic</p>

	<p>barrier along the A14 boundary was originally intended to be on a temporary basis with a view to proposed commercial buildings acting as a long term intrinsic acoustic / noise barrier of sufficient height and design as part of attenuation measures to protect residential premises to the south, that would enable the barrier to be removed.</p> <p>It is proving difficult to design and agree technical / engineering noise attenuation measures in the form of acoustic barriers to protect future residents. However, a residential development has been permitted and constructed on the site immediately to the west of the site. This permission ensured by condition the approval and implementation of an approved noise attention scheme to demonstrate that no such development would be affected by a daytime (0700-2300) outdoor noise level in excess of 63 dB LAeq,16hour or night-time (2300-0700) outdoor noise level in excess of 57 dB LAeq noise contour which runs through the northern part of the site. It also required mitigation through appropriate double glazed systems and acoustically treated ventilation to ensure an acceptable indoor noise environment. This built development now requires approximately a quarter of the acoustic barrier at its eastern end to remain on a permanent basis.</p> <p>The site being assessed lies to the east of the built site and experiences very similar noise levels and would also benefit from the retention of the acoustic barrier. Whilst noise issues should not be underestimated and will need to be properly considered through any application, it is reasonable to assume for the purposes of this assessment that the site is likely to be capable of development on a similar basis, subject to the retention of the part of the noise barrier already permanent and noise mitigation measures to buildings, including careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non-opening windows on façade facing A14, passive and / or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on facade with direct line of sight to road noise source). The issue of noise was a consideration at the recent planning application appeal inquiry and the Inspector's findings (which are pending at the time of preparing this assessment) will help inform the future of this site. It should be noted that in the agreed technical statement on Noise and Vibration Issues between SCDC and the appellant, the main / substantive noise insulation measure to achieve acceptable noise levels for upper storeys was the creation of a glazed external "winter garden (balcony)" coupled with acoustic glazing and ventilation. These "winter gardens" are innovative and their effectiveness have only really been discussed in academic research papers. They also have the potential to have adverse indirect effects such as solar gain and ventilation problems. Such novel insulation solutions may be required</p>
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		<p>and consideration should be given to financial viability / cost and aesthetics.</p> <p>The design of the noise barrier was originally accepted as it was intended to be a temporary feature. However, as the barrier is now required for the adjacent site, it would be desirable for investigations to take place to test the potential for the replacement of the barrier with an upgraded and more sensitive design and materials that would be more appropriate as a permanent feature and setting to Cambridge. The A14 improvements will require the barrier to be moved further south to facilitate the extra lane and this would provide an opportunity to replace it with a more appropriate design at the same time.</p>
<b>Known Ecological constraints to development</b>	No	<p>The site previously comprised rough grassland. A Biodiversity and Management plan has previously been prepared for the Arbury Camp site as a whole. The rough grassland supported a small population of common lizard, a protected species, but these were subject to a translocation strategy prior to site clearance. Specific areas have been designated for enhancement through the management plan.</p>
<b>Section B Conclusion</b>		<p>The site lies within the built up area of Cambridge and within a wider area allocated for residential-led mixed use development, including 900 dwellings. The key issues to be resolved are noise and air quality specifically for this parcel adjacent to the A14 and whether a satisfactory residential environment can be created. It is also important to ensure that there is no adverse impact on the AQMA which was designated after the granting of outline planning permission for the site. The public consultation will provide an opportunity for these issues to be addressed prior to any final decision on whether to propose the allocation of the site for residential use.</p>

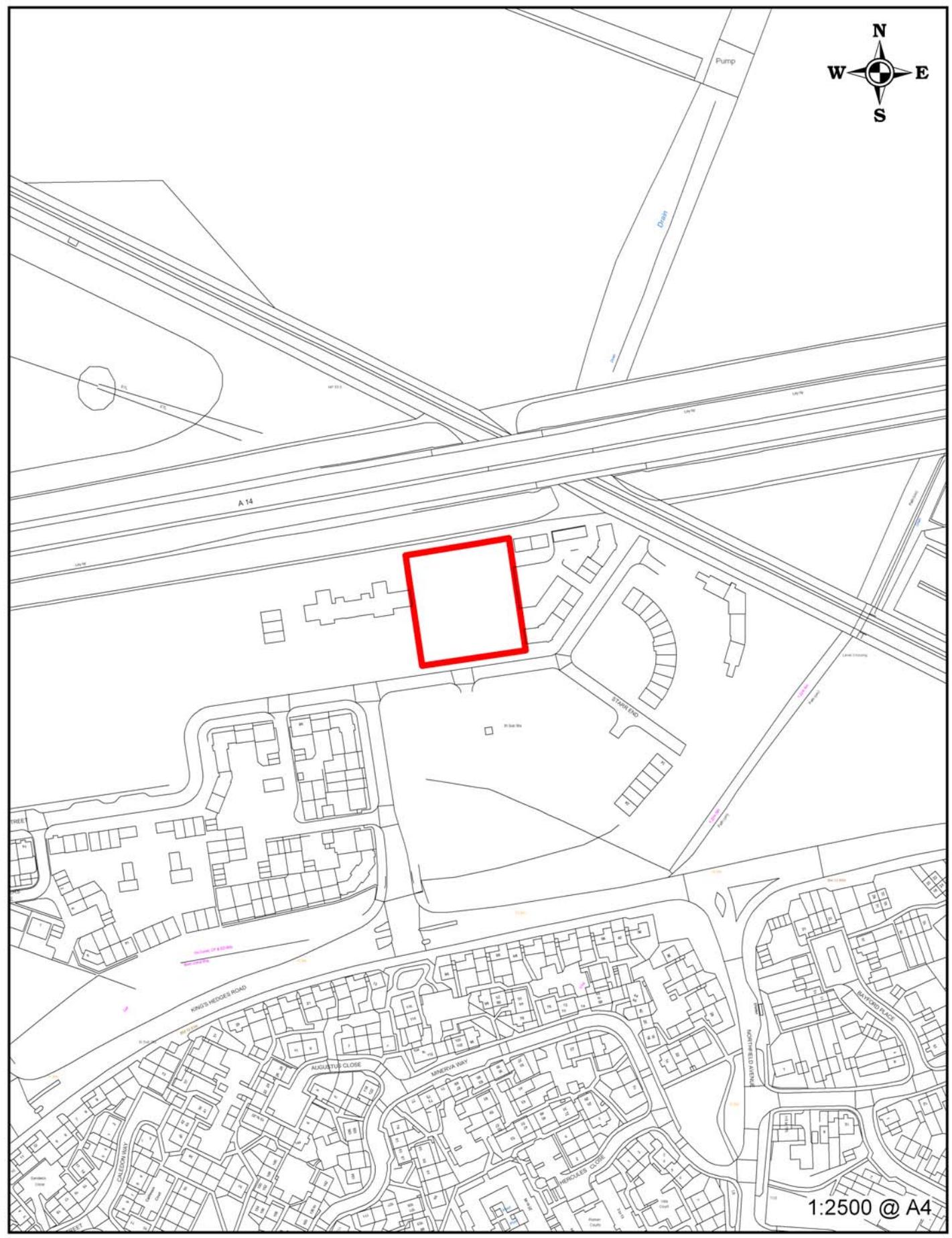
<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	<p>The Arbury Park site was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. Outline planning permission was granted in 2005 (S/2379/01/O), and a number of phases of the site are complete or under construction. Parcel L2 has been the subject of a recent planning application (S/1734/07/F) (together with Parcel Comm 4), and subsequent appeal for non-determination, seeking residential development, as a change from mixed use on this parcel. A further reserved matters application for 48 dwellings on parcel L2 has recently been submitted (S/1040/08/RM).</p>
<b>Implications of scale of site for settlement character</b>	<p>No implications as the site forms a small part of the wider Arbury Park development site, that has already been allocated for development and is under construction.</p>

<b>Relationship to Existing Settlement</b>	Lies within the Arbury Park development, which forms part of the built up area of Cambridge.
<b>Potential to create sustainable mixed development</b>	<p>This parcel has previously been planned for mixed use development, as part of a mixed-use site that already includes 900 dwellings. A new local centre is planned further west within the development.</p> <p>The primary purpose of employment development on the northern edge of the Arbury Park site was to act as noise attenuation for the A14 for residential development on the remainder of the site. If it can be demonstrated that a satisfactory residential environment can be created in the same location this would not be contrary to the policy objective for the site.</p> <p>The South Cambridgeshire / Cambridge City Employment Land Review 2008 has demonstrated sufficient employment land is available to meet needs for the East of England Plan period and beyond. This site is therefore not necessary to meet employment land supply needs.</p> <p>The site virtually adjoins one of the biggest employment areas in the District and in Cambridge, Cambridge Science Park, and also has good access to the wider employment opportunities of Cambridge, therefore new residents will have good access to employment opportunities. The priority for this site should be to address the issue of the homes / jobs balance in the Cambridge area, by providing additional dwellings in a sustainable location. It is not necessary for Arbury to be a mixed use site in itself to be sustainable. This is consistent with the approach in other Cambridge urban extensions. The exceptions are NW Cambridge AAP where the University has identified specific long term needs for employment provision and Cambridge East AAP where the very major scale of the development requires strategic employment provision in order to be sustainable.</p>
<b>Impact of development on local character and appearance</b>	The parcel forms part of a larger planned development at Arbury Park. The design of this site will be important as it adjoins the A14, and will create part of the urban edge of Cambridge. Design guidance has been prepared for the Arbury Park site that will need to be considered in any scheme.
<b>Impact on purposes of the Green Belt</b>	The site is not in the Green Belt.

<p><b>Road capacity and access</b></p>	<p>Whilst it is likely that individually this site within Arbury Park would not have any significant highways issues, there is the concern that if all three of the sites being assessed were developed this would significantly change the impact of the Arbury Park development taken as a whole on the A14 Histon Interchange and surrounding local highways junctions. This is especially a cause for concern given that the modelling for the proposed NIAB development (1780 homes within the city boundary) is based on an assumed 900 dwelling Arbury Park development, not 1100+. Therefore further work would be required to quantify the cumulative impact of these additional Arbury Park housing developments on the surrounding highway network and in order to ascertain the extent to which these developments could be accommodated alongside the city NIAB development, and any other new allocations. However, the trips generated would replace those assumed to be created by commercial uses previously planned on the site and included within the previous transport assessment, and would need to be offset against them.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>No specific proposals are put forward but the nearby Mere Way provides access to the countryside north of the A14.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Further evidence is required with regard to the impact on the A14 to determine whether there is capacity before the A14 improvements.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>It is anticipated that this small site could come forward by 2016. If the other Arbury sites being assessed were to also to be allocated, the outcome of a revised transport assessment will be important to ensure adequate capacity in the surrounding highway network and the Histon junction. Even if there were found to be constraints on delivery prior to the completion of the A14 improvements, it is anticipated it would be capable of being implemented by 2016. The whole scheme is programmed to be completed by 2015 and the Highways Agency is investigating the potential for running two sections of the work at the same time which would see completion in 2011 (see site 5).</p>
<p><b>Section C conclusion:</b></p>	<p>The site is a suitable location for development and there is no policy objection to its reallocation for residential use. Highway capacity of the site both alone and with any other allocations in the Arbury Camp development and elsewhere in this part of Cambridge would need to be ensured.</p>

### **Site Assessment Conclusion**

This site is already allocated for development and under construction. It will form part of the urban area of Cambridge. It is a sustainable location for development at the top of the search sequence in the Structure Plan and East of England Plan. As Arbury Park is within the urban area, it is higher in the sequence than any other site options in South Cambs. Reallocation of the site for residential uses would be acceptable in policy terms but only if a satisfactory residential environment could be achieved in terms of noise and air quality which does not worsen air quality within the AQMA. If other allocations in the area were proposed, it would need to be demonstrated that the cumulative impact on the highway network would be acceptable.



1:2500 @ A4



# Site 1 - Parcel L2, Arbury Park

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Section 5  
Detailed Site Assessments  
Site Number 1, Within the Built Up Area of Cambridge  
Parcel L2, Arbury Park

<b>Site Number</b>	2				
<b>Location</b>	Within the built up area of Cambridge				
<b>Site Name / Address</b>	Parcel Com 4, Arbury Park				
<b>Objector [ref no]</b>	N/A	<b>Rep No.</b>	N/A	<b>Objection site ref</b>	N/A
<b>Objector's Proposal</b>	The site was not subject to objections to the Site Specific Policies DPD. The site is part of a wider allocation for residential led mixed-use development in the South Cambridgeshire Local Plan 2004 and carried forward into the Submission Draft Site Specific Policies DPD. The site has been the subject of a recent planning application, and subsequent appeal for non-determination (together with site 1), seeking residential development as an alternative to the commercial development shown for this parcel on the Arbury Park Development Framework Plan.				
<b>Site Size</b>	0.94 ha.				
<b>Housing Capacity</b>	The nature of the site is likely to be suited to flats. It is estimated that it has capacity for around 70 units, which would be in addition to the 900 dwellings already approved at Arbury Park.				
<b>Site Description</b>	Rectangular parcel of land in the north east corner of the Arbury Park site. The site was formerly agricultural land, but has been cleared for development.				
<b>Site Context</b>	Adjoins the A14 to the north. An area of public open space is planned to adjoin the site to the south. Commercial development is planned adjoining the A14 to the west of this site.				
<b>Stage in development sequence</b>	Within the built up area of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No (already excluded from the Cambridge Green Belt)				
<b>Allocated for housing in an existing plan?</b>	Yes (Local Plan 2004 Policy CNF1 allocated for a sustainable housing-led mixed-use development). This is carried forward in Policy SP/1 of the Submission Draft Site Specific Policies DPD.				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No		<b>Flood Risk</b>	No	
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	
<b>Historic Park &amp; Garden</b>	No		<b>Suitable scale for housing allocation</b>	Yes	

<b>Could site form an extension to an existing settlement?</b>	The site forms part of the Arbury Park development which lies within the built up area of Cambridge by virtue of the allocation in the Local Plan 2004 and subsequent planning permission. Whilst it was not formally shown within the development framework in the Local Plan, this anomaly is addressed by the inclusion of the Arbury Park site within the development framework of Cambridge on the submission Proposals Map.
<b>Tier 1 conclusion:</b>	There are no fundamental constraints to development.
<b>Does the site warrant further assessment?</b>	Yes

<b>Tier 2</b>
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<b>Section A</b>				
<b>Sustainability ranking of settlement</b>	1st			
<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form part of a development within the urban area of Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance. It is located within walking distance of the major employment areas at the Cambridge Science Park and Cambridge Business Park and has public transport and cyclepath access to the rest of Cambridge.			
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
1.5 km	4.5km		8.5 km	
<b>Accessibility to Key Services</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Supermarket / Food Shop</b>	990m	1,190m	1,460m	1,740m
<b>Primary School</b>	440m	575m	580m	795m
<b>Secondary School</b>	1,130m	1,240m	1,580m	1,860m

<b>Post Office</b>	1,160m	1,290m	1,680m	1,960m
<b>Doctor's Surgery / Medical Centre</b>	1,090m	1,170m	1,530m	1,810m
<b>Existing Public Outdoor Sport</b>	370m	525m	505m	740m
<b>Existing Children's Formal Playspace</b>	5m (Adj.)	60m	5m (Adj.)	225m
<b>Education Requirements or Potential for Additional Provision</b>	<p>This site would be likely to lead to the following increases in pupil numbers: Primary Pupils – 9 additional pupils; Secondary Pupils – 7 additional pupils.</p> <p>The 3 Arbury Park sites being assessed are all within the Orchard Park catchment area. This school is currently at capacity from previous development at Arbury Park, and recent proposals for additional development have highlighted the need for additional capacity at the school. The school, currently 120 places has the capacity to be expanded to 210 places, so sufficient site capacity is available. Section 106 contributions would need to be sought to fund the provision of additional capacity.</p> <p>Arbury Park is within the catchment area for Manor Community College, capacity at which is currently being used to make secondary education provision for the current development at Arbury Park. Manor currently has surplus capacity, of about 200 places. This is sufficient to enable the needs of the 3 Arbury sites to be met without additional funding from the developer being sought.</p>			
<b>Potential for Additional Services or Facilities</b>	<p>This site forms part of the wider Arbury development that includes provision of new services and facilities including a local centre. The site is not anticipated to provide new facilities within the site and any required provision would be through contributions to enhanced facilities elsewhere in the Arbury development.</p>			
<b>Accessibility to Public Transport</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Distance to nearest Bus Stop</b>	50m	135m	80m	225m
<b>Quality of Public Transport</b>	<p>Mon-Fri every 20 mins between 6.30am - 8.00pm then hourly in the evening. Sat every 20 mins between 7.30am - 8.00pm then hourly in the evening and hourly on a Sunday between 9.30 am - 11.30pm</p>			

<b>Existing Public Transport Summary</b>	Arbury Park is served by the Citi4 bus service, which runs at a frequency of 3 buses an hour. Currently Citi4 buses do not penetrate the development but the longer-term intention is that they will do. A large proportion of Arbury Park is also within 800m of the route of the Citi1 bus service, which runs at a frequency of 6 buses an hour from Arbury. Once the CGB is opened there will be additional bus services directly serving the Arbury Park development at a likely frequency of at least 3 buses an hour during the peak periods.
<b>Existing Cycling Infrastructure</b>	Arbury Park is reasonably connected to the wider Cambridge cycle network.
<b>Potential for Transport Improvements</b>	Even if all 3 of the additional sites at Arbury Park being assessed were developed at the same time improvements to the existing bus services would be limited both by potential patronage and the scale of S106 funding available. However once the CGB is open this site will benefit from excellent public transport links anyway.
<b>Likelihood of achieving high share of sustainable modes</b>	The site lies within the ward of Histon & Impington; according to the 2001 Census Travel to Work data 58% of residents in Histon & Impington drive a car/van to work. The site is also adjacent to the Cambridge City ward of King Hedges; according to the 2001 Census Travel to Work data 45% of residents in King Hedges drive a car/van to work. Given the site's excellent public transport links and proximity to key trip generators within Cambridge a car driver mode share closer to that achieved in King Hedges of 45% could be expected.
<b>Section A conclusion:</b>	The site is in a sustainable location within the built up area of Cambridge with good access to local services and facilities in the wider Arbury Park development and employment in the nearby Science Park, as well as by good public transport provision served by a number of routes, including the guided busway.

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Framework?</b>	No	But this anomaly is proposed to be addressed by inclusion of Arbury Park within Development Framework on Submission Site Specific Policies DPD Proposals Map.	<b>Allocated for another use in the LDF?</b>	No	Submission Site Specific Policies DPD Policy SP/1 allocates the wider site for sustainable housing led mixed use development.

<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No				
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	No				
<b>Public Rights of Way Crossing the Site</b>	No				
<b>Public Rights of Way leading from the site</b>	No	The nearest public right of way is Mere Way, starting around 200m to the east of the site, which passes through open countryside to Landbeach.			
<b>Non Statutory Archaeological Site</b>	No	The area has been subject to archaeological evaluation and no further works are considered necessary.			
<b>Previously Developed Land</b>	No				
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	60% grade 2 & 40% grade 3			
<b>Ground Water Source Protection Zone</b>	No				

<b>Drainage Issues</b>	No	The site is located within flood zone 1. An existing strategic surface water drainage system has been developed for the current development of the Arbury Park Site. A site specific Flood Risk Assessment was submitted at part of the recent planning application. This concluded that planned attenuation measures for Arbury Park are likely to be sufficient to accommodate residential use of the parcel.
<b>Land Contamination</b>	No	The original outline planning permission for the wider area included a condition about land contamination and remediation which has already been addressed and any issues dealt with prior to development on the Arbury Park development commencing.
<b>Air Quality Issues</b>	Yes	This site lies within the Air Quality Management Area (AQMA) on the A14. The principle of development in this location is already established through the outline planning permission for the wider Arbury park development. The proposal is for residential dwellings, which introduces sensitive receptors to the AQMA. It also has the potential to cause a negative impact on the AQMA, although the difference between residential and the currently anticipated commercial uses would be the relevant issue here. Monitoring of pollutants within the AQMA continues, although at present, results are not showing signs of consistent improvement. It would be vital that adequate and detailed low emissions policies were brought forward with this allocation so as to cause zero impact on the AQMA. The ability to create a satisfactory residential environment needs to be tested. Monitoring should be undertaken on this particular site to confirm whether a satisfactory residential environment can be created, for example by locating development towards the southern part of the site further away from the A14 and through other possible mitigation measures to protect future residents from poor air quality. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered. Air quality will be a significant issue with regards to this site. It is recommended that this issue is raised and resolved prior to allocation of the land. Air quality was an issue debated at the recent planning application appeal inquiry and the Inspector's report on that application will be relevant.
<b>Noise Issues</b>		<p>The site is immediately adjacent to the A14 lying to the north of the site which is proposed to be upgraded with improvements for an extra lane – moving it closer to site - and is also close to the Cambridge Guided Busway scheme. Traffic noise impact is a serious consideration for any future residential uses in this area and it is recommended that this noise constraint is fully considered prior to any allocation.</p> <p>The area is already subject to approved planning application S/2379/01/O. The application is subject to a condition for noise attenuation measures to protect residential receptors from noise. There is a document "<i>Arbury Camp. Noise Attenuation Scheme Final Draft</i>" (March 4 2005) produced by</p>

	<p>WSP Acoustics for Gallagher Estates. The current acoustic barrier along the A14 boundary was originally intended to be on a temporary basis with a view to proposed commercial buildings acting as a long term intrinsic acoustic / noise barrier of sufficient height and design as part of attenuation measures to protect residential premises to the south, that would enable the barrier to be removed.</p> <p>It is proving difficult to design and agree technical / engineering noise attenuation measures in the form of acoustic barriers to protect future residents. However, a residential development has been permitted and constructed on the site immediately to the east of the site. This permission ensured by condition the approval and implementation of an approved noise attention scheme to demonstrate that no such development would be affected by a daytime (0700-2300) outdoor noise level in excess of 63 dB LAeq,16hour or night-time (2300-0700) outdoor noise level in excess of 57 dB LAeq noise contour which runs through the northern part of the site. It also required mitigation through appropriate double glazed systems and acoustically treated ventilation to ensure an acceptable indoor noise environment. This built development now requires approximately a quarter of the acoustic barrier at its eastern end to remain on a permanent basis.</p> <p>The site being assessed lies to the west of the built site and experiences very similar noise levels albeit that the noise contour includes a slightly greater proportion of the western part of the site. Notwithstanding, the area outside the noise contour would be capable of development. However, the development of this site for residential use would require the retention of a greater length of the acoustic barrier to include the full length of the site plus an area to the west to ensure adequate noise protection. This would require roughly half the existing length of the acoustic barrier to be retained permanently.</p> <p>Whilst noise issues should not be underestimated and will need to be properly considered through any application, it is reasonable to assume for the purposes of this assessment that the site is likely to be capable of development on a similar basis, subject to the retention of a greater length of the noise barrier on a permanent basis and noise mitigation measures to buildings, including careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non-opening windows on façade facing A14, passive and / or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on facade with direct line of sight to road noise source). The issue of noise was a consideration at the recent planning application appeal inquiry and the Inspector's findings (which are pending at the time of preparing this assessment) will help inform the future of this site. It should be noted that in the agreed technical statement on Noise and Vibration Issues</p>
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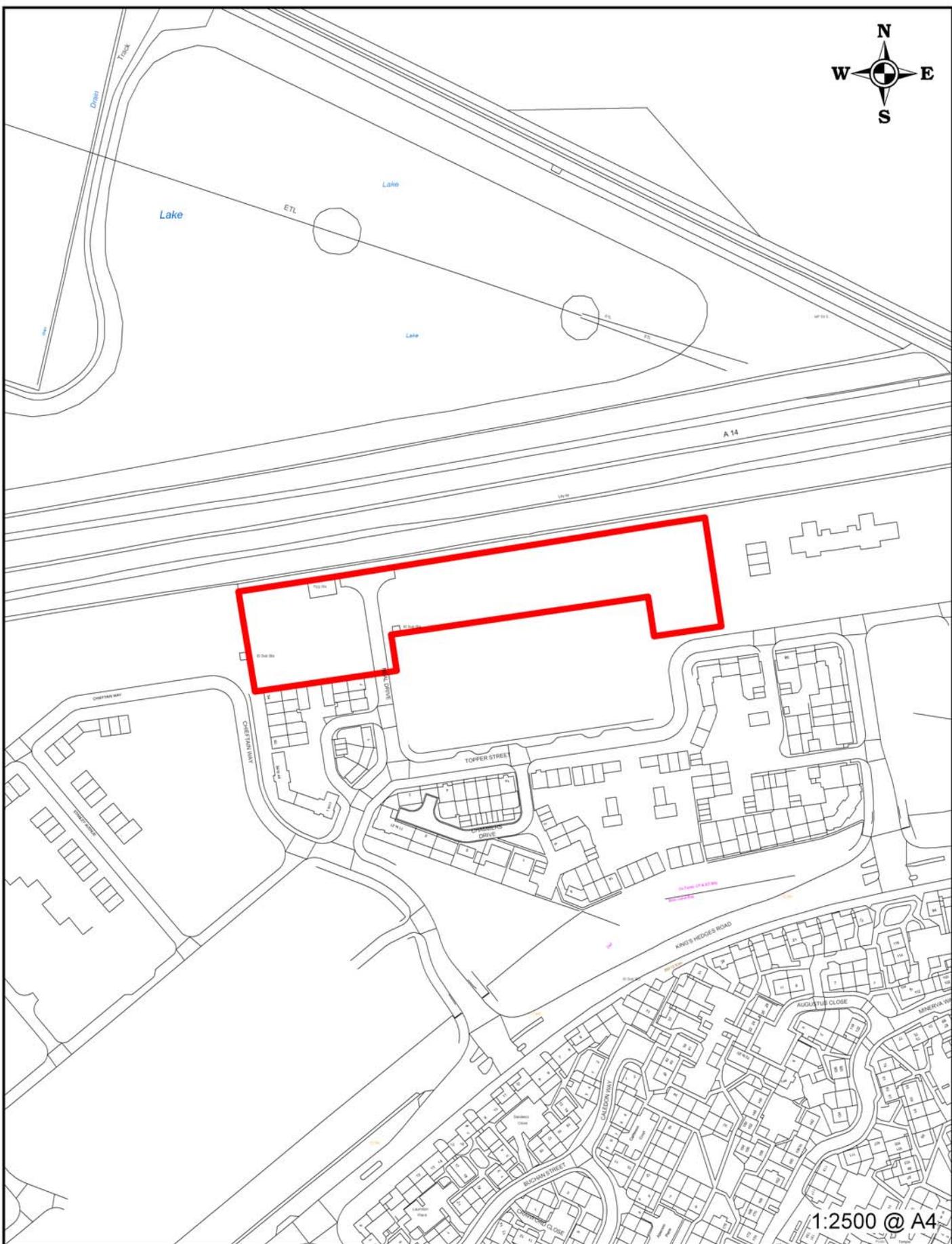
		<p>between SCDC and the appellant, the main / substantive noise insulation measure to achieve acceptable noise levels for upper storeys was the creation of a glazed external “winter garden (balcony)” coupled with acoustic glazing and ventilation. These “winter gardens” are innovative and their effectiveness have only really been discussed in academic research papers. They also have the potential to have adverse indirect effects such as solar gain and ventilation problems. Such novel insulation solutions may be required and consideration should be given to financial viability / cost and aesthetics.</p> <p>The design of the noise barrier was originally accepted as it was intended to be a temporary feature. However, as this site would trigger the need to retain a greater length of the barrier on a permanent basis, residential development should be conditional on investigations to test the potential for the replacement of the barrier with an upgraded and more sensitive design and materials that would be more appropriate as a permanent feature and setting to Cambridge. The A14 improvements will require the barrier to be moved further south to facilitate the extra lane and this would provide an opportunity to replace it with a more appropriate design at the same time.</p>
<p><b>Known Ecological constraints to development</b></p>	<p>No</p>	<p>The site previously comprised rough grassland. A Biodiversity and Management plan has previously been prepared for the Arbury Camp site as a whole. The rough grassland supported a small population of common lizard, a protected species, but these were subject to a translocation strategy prior to site clearance. Specific areas have been designated for enhancement through the management plan.</p>
<p><b>Section B Conclusion</b></p>		<p>The site lies within the built up area of Cambridge and within a wider area allocated for residential-led mixed use development, including 900 dwellings. The key issues to be resolved are noise and air quality specifically for this parcel adjacent to the A14 and whether a satisfactory residential environment can be created. It is also important to ensure that there is no adverse impact on the AQMA which was designated after the granting of outline planning permission for the site. The public consultation will provide an opportunity for these issues to be addressed prior to any final decision on whether to propose the allocation of the site for residential use.</p>

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	The Arbury Park site was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. Outline planning permission was granted in 2005, and a number of phases of the site are complete or under construction. Parcel COM4 has been the subject of a recent planning application (S/1734/07/F) (together with Parcel L2), and subsequent appeal for non-determination, seeking residential development, as a change from employment use on this parcel.
<b>Implications of scale of site for settlement character</b>	No implications as the site forms a small part of the wider Arbury Park development site, that has already been allocated for development and is under construction.
<b>Relationship to Existing Settlement</b>	Lies within the Arbury Park development, which forms part of the built up area of Cambridge.
<b>Potential to create sustainable mixed development</b>	<p>This parcel has previously been planned for commercial development, as part of a mixed-use site that already includes 900 dwellings. A new local centre is planned further west within the development.</p> <p>The primary purpose of employment development on the northern edge of the Arbury Park site was to act as noise attenuation for the A14 for residential development on the remainder of the site. If it can be demonstrated that a satisfactory residential environment can be created in the same location, this would not be contrary to the policy objective for the site.</p> <p>The South Cambridgeshire / Cambridge City Employment Land Review 2008 has demonstrated sufficient employment land is available to meet needs for the East of England Plan period and beyond. This site is therefore not vital to meet employment land supply needs.</p> <p>The site virtually adjoins one of the biggest employment areas in the District and in Cambridge, Cambridge Science Park, and also has good access to the wider employment opportunities of Cambridge, therefore new residents will have good access to employment opportunities. The priority for this site should be to address the issue of the homes / jobs balance in the Cambridge area, by providing additional dwellings in a sustainable location. It is not necessary for Arbury to be a mixed use site in itself to be sustainable. This is consistent with the approach in other Cambridge urban extensions. The exceptions are NW Cambridge AAP where the University has identified specific long term needs for employment provision and Cambridge East AAP where the very major scale of the development requires strategic employment provision in order to be sustainable.</p>

<b>Impact of development on local character and appearance</b>	The parcel forms part of a larger planned development at Arbury Park. The design of this site will be important as it adjoins to A14, and will effectively create part of the urban edge of Cambridge. Design guidance has been prepared for the Arbury Park site that will need to be considered in any scheme.
<b>Impact on purposes of the Green Belt</b>	The site is not in the Green Belt.
<b>Road capacity and access</b>	Whilst it is likely that individually each site of these Arbury Park site would not have any significant highways issues, there is the concern that if all these sites were developed this would significantly change the impact of the Arbury Park development taken as a whole on the A14 Histon Interchange and surrounding local highways junctions. This is especially a cause for concern given that the modelling for the proposed NIAB development (1780 homes within the city boundary) is based on an assumed 900 dwelling Arbury Park development, not 1100+. Therefore further work would be required to quantify the cumulative impact of these additional Arbury Park housing developments on the surrounding highway network and in order to ascertain the extent to which these developments could be accommodated alongside the city NIAB development, and any other new allocations. However, the trips generated would replace those assumed to be created by commercial uses previously planned on the site and included within the previous transport assessment, and would need to be offset against them.
<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	No specific proposals are put forward but the nearby Mere Way provides access to the countryside north of the A14.
<b>Deliverability (Key Infrastructure Constraints)</b>	Further evidence is required with regard to the impact on the A14 to determine whether there is capacity before the A14 improvements.
<b>Deliverable completions by 2016</b>	It is anticipated that this small site could come forward by 2016. If the other Arbury sites being assessed were to also to be allocated, the outcome of a revised transport assessment will be important to ensure adequate capacity in the surrounding highway network and the Histon junction. Even if there were found to be constraints on delivery prior to the completion of the A14 improvements, it is anticipated it would be capable of being implemented by 2016. The whole scheme is programmed to be completed by 2015 and the Highways Agency is investigating the potential for running two sections of the work at the same time which would see completion in 2011 (see site 5).
<b>Section C conclusion:</b>	The site is a suitable location for development and there is no policy objection to its reallocation for residential use. Highway capacity of the site both alone and with any other allocations in the Arbury Camp development and elsewhere in this part of Cambridge would need to be ensured.

### **Site Assessment Conclusion**

This site is already allocated for development and under construction. It will form part of the urban area of Cambridge. It is a sustainable location for development at the top of the search sequence in the Structure Plan and East of England Plan. As Arbury Park is within the urban area, it is higher in the sequence than any other site options in South Cambs. Reallocation of the site for residential uses would be acceptable in policy terms but only if a satisfactory residential environment in terms of noise and air quality could be achieved which does not worsen air quality within the AQMA. If other allocations in the area were proposed, it would need to be demonstrated that the cumulative impact on the highway network would be acceptable.



1:2500 @ A4



## Site 2 - Parcel Com 4, Arbury Park

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<b>Site Number</b>	3				
<b>Location</b>	Within the built up area of Cambridge				
<b>Site Name / Address</b>	Parcel Q and H.R.C.C, Arbury Park				
<b>Objector [ref no]</b>	N/A	<b>Rep No.</b>	N/A	<b>Objection site ref</b>	N/A
<b>Objector's Proposal</b>	The site was not subject to objections to the Site Specific Policies DPD. The site is part of a wider allocation for residential led mixed-use development in the South Cambridgeshire Local Plan 2004 and carried forward into the Submission Draft Site Specific Policies DPD. The site comprises two parcels: the western part was identified for mixed uses, and the eastern part as a site for a Historical Resource and Cultural Centre (HRCC) in the Arbury Park Framework Plan. It is now anticipated that the HRCC will be located elsewhere in Cambridge, leaving the site available for other uses. It has potential for mixed use over the whole site.				
<b>Site Size</b>	1.93 ha.				
<b>Housing Capacity</b>	The nature of the site is likely to be suited to flats. It is estimated that it has capacity for around 120 dwellings, which would be in addition to the 900 dwellings already approved at Arbury Park.				
<b>Site Description</b>	Area of former agricultural land in the south west corner of the Arbury Park development.				
<b>Site Context</b>	Site adjoins Kings Hedges Road to the south and Cambridge Road to the West. The new Orchard Park Primary School lies to the north east of the site, with proposed open space to the north west immediately by the A14 junction.				
<b>Stage in development sequence</b>	Within the built up area of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No (already excluded from the Cambridge Green Belt)				
<b>Allocated for housing in an existing plan?</b>	Yes (Local Plan 2004 Policy CNF1 allocated for a sustainable housing-led mixed-use development). This is carried forward in Policy SP/1 of the Submission Draft Site Specific Policies DPD.				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No		<b>Flood Risk</b>	No	
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	

<b>Historic Park &amp; Garden</b>	No		<b>Suitable scale for housing allocation</b>	Yes	
<b>Could site form an extension to an existing settlement?</b>	The site forms part of the Arbury Park development which lies within the built up area of Cambridge by virtue of the allocation in the Local Plan 2004 and subsequent planning permission. Whilst it was not formally shown within the development framework in the Local Plan, this anomaly is addressed by the inclusion of the Arbury Park site within the development framework of Cambridge on the submission Proposals Map.				
<b>Tier 1 conclusion:</b>	There are no fundamental constraints to development.				
<b>Does the site warrant further assessment?</b>	Yes				

**Tier 2**

<b>Section A</b>				
<b>Sustainability ranking of settlement</b>	1st			
<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form part of a development within the urban area of Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance. It is located within walking distance of the major employment areas at the Cambridge Science Park and Cambridge Business Park and has public transport and cyclepath access to the rest of Cambridge.			
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
2.5 km	4km		8 km	
<b>Accessibility to Key Services</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Supermarket / Food Shop</b>	920m	1,070m	1,440m	1,615m
<b>Primary School</b>	50m	220m	180m	355m

<b>Secondary School</b>	1,250m	1,445m	1,425m	1,600m
<b>Post Office</b>	1,090m	1,265m	1,530m	1,700m
<b>Doctor's Surgery / Medical Centre</b>	1,150m	1,340m	1,390m	1,565m
<b>Existing Public Outdoor Sport</b>	280m	490m	520m	690m
<b>Existing Children's Formal Playspace</b>	85m	240m	90m	245m
<b>Education Requirements or Potential for Additional Provision</b>	<p>This site would be likely to lead to the following increases in pupil numbers: Primary Pupils – 15 additional pupils; Secondary Pupils – 11 additional pupils.</p> <p>The 3 Arbury Park sites being assessed are all within the Orchard Park catchment area. This school is currently at capacity from previous development at Arbury Park, and recent proposals for additional development have highlighted the need for additional capacity at the school. The school, currently 120 places has the capacity to be expanded to 210 places, so sufficient site capacity is available. Section 106 contributions would need to be sought to fund the provision of additional capacity.</p> <p>Arbury Park is within the catchment area for Manor Community College, capacity at which is currently being used to make secondary education provision for the current development at Arbury Park. Manor currently has surplus capacity, of about 200 places. This is sufficient to enable the needs of the 3 Arbury sites to be met without additional funding from the developer being sought.</p>			
<b>Potential for Additional Services or Facilities</b>	<p>This site forms part of the wider Arbury development that includes provision of new services and facilities including a local centre. The site is not anticipated to provide new facilities within the site and any required provision would be through contributions to enhanced facilities elsewhere in the Arbury development.</p>			
<b>Accessibility to Public Transport</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Distance to nearest Bus Stop</b>	95m	280m	255m	430m
<b>Quality of Public Transport</b>	<p>Mon-Fri every 20 mins between 6.30am - 8.00pm then hourly in the evening. Sat every 20 mins between 7.30am - 8.00pm then hourly in the evening and hourly on a Sunday between 9.30 am - 11.30pm</p>			

<b>Existing Public Transport Summary</b>	Arbury Park is served by the Citi4 bus service, which runs at a frequency of 3 buses an hour. Currently Citi4 buses do not penetrate the development but the longer-term intention is that they will do. A large proportion of Arbury Park is also within 800m of the route of the Citi1 bus service, which runs at a frequency of 6 buses an hour from Arbury. Once the CGB is opened there will be additional bus services directly serving the Arbury Park development at a likely frequency of at least 3 buses an hour during the peak periods.
<b>Existing Cycling Infrastructure</b>	Arbury Park is reasonably connected to the wider Cambridge cycle network.
<b>Potential for Transport Improvements</b>	Even if all 3 of the additional sites at Arbury Park being assessed were developed at the same time improvements to the existing bus services would be limited both by potential patronage and the scale of S106 funding available. However once the CGB is open this site will benefit from excellent public transport links anyway.
<b>Likelihood of achieving high share of sustainable modes</b>	The site lies within the ward of Histon & Impington; according to the 2001 Census Travel to Work data 58% of residents in Histon & Impington drive a car/van to work. The site is also adjacent to the Cambridge City ward of King Hedges; according to the 2001 Census Travel to Work data 45% of residents in King Hedges drive a car/van to work. Given the site's excellent public transport links and proximity to key trip generators within Cambridge a car driver mode share closer to that achieved in King Hedges of 45% could be expected.
<b>Section A conclusion:</b>	The site is in a sustainable location within the built up area of Cambridge with good access to local services and facilities in the wider Arbury Park development and employment in the nearby Science Park, as well as by good public transport provision served by a number of routes, including the guided busway.

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Village Framework?</b>	No	But this anomaly is proposed to be addressed by inclusion of Arbury Park within Development Framework on Submission Site Specific Policies DPD Proposals Map.	<b>Allocated for another use in the LDF?</b>	No	Submission Site Specific Policies DPD Policy SP/1 allocates the wider site for sustainable housing led mixed-use development.

<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No	Opposite - on the south side of King Hedges Road			
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	No				
<b>Public Rights of Way Crossing the Site</b>	No				
<b>Public Rights of Way leading from the site</b>	No	The nearest public right of way crosses the NIAB site on the west site of Cambridge Road. Also, Mere Way, starting around 1000m to the east of the site, passes through open countryside to Landbeach.			
<b>Non Statutory Archaeological Site</b>	Yes	This site is located within the boundary of Arbury Camp ringwork, the location of which is reflected in the development masterplan. Any development in this area should therefore take account of and reflect its location within the ringwork.			
<b>Previously Developed Land</b>	No				
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 3			
<b>Ground Water Source Protection Zone</b>	No				

<b>Drainage Issues</b>	No	The site is located within flood zone 1. An existing strategic surface water drainage system has been developed for the current development of the Arbury Park Site. It is likely future development would link to this system.
<b>Land Contamination</b>	Yes	The original outline planning permission for the wider area included a condition about land contamination. Certain remediation works were undertaken and satisfactorily addressed prior to development on the Arbury Park development commencing. However the degree and suitability of remediation was determined by pollution linkages and would have been commensurate to the final end use and there were previous uses on this parcel. It is possible that the standard / type of remediation may have been lower than that necessary for residential use and it is therefore uncertain whether contaminated land has been fully addressed for a residential end use. Contaminated land remains an issue but it is reasonable for this assessment to conclude that it can be addressed by either a comprehensive review of contaminated land reports / assessments previously undertaken and / or further investigation as necessary by condition.
<b>Air Quality Issues</b>	Yes	This site lies partly within the Air Quality Management Area (AQMA) on the A14. The principle of development in this location is already established through the outline planning permission for the wider Arbury park development. The proposal is for residential dwellings, which introduces sensitive receptors to the AQMA. It also has the potential to cause a negative impact on the AQMA, although the difference between residential and the currently anticipated mixed use and non residential uses would be the relevant issue here. The proposal is for residential dwellings, which introduces receptors to the AQMA and has the potential to cause a negative impact on the AQMA. Monitoring of pollutants within the AQMA continues although at present, results are not showing signs of consistent improvement. It is vital that adequate and detailed low emissions policies are brought forward with this allocation so as to cause zero impact on the AQMA. In addition, any possible mitigation measures to protect future residents from poor air quality should be brought forward with the allocation. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered. Air quality will be a significant issue with regards to this site. It is recommended that this issue is raised and resolved prior to allocation of the land.
<b>Noise Issues</b>	Yes	<p>The site is close to the A14 Histon junction and fronts onto Cambridge Road. Traffic noise impact is a serious consideration for any future residential uses in this area and it is recommended that this noise constraint is fully considered prior to any allocation.</p> <p>The area is already subject to approved planning application S/2379/01/O. The application is subject to a condition for noise attenuation measures to protect residential receptors</p>

	<p>from noise. There is a document "<i>Arbury Camp. Noise Attenuation Scheme Final Draft</i>" (March 4 2005) produced by WSP Acoustics for Gallagher Estates. The current acoustic barrier along the A14 boundary was originally intended to be on a temporary basis with a view to proposed commercial buildings acting as a long term intrinsic acoustic / noise barrier of sufficient height and design as part of attenuation measures to protect residential premises to the south, that would enable the barrier to be removed.</p> <p>It is proving difficult to design and agree technical / engineering noise attenuation measures in the form of acoustic barriers to protect future residents. Residential development has been permitted and constructed on the northern part of the site adjacent to the A14 which ensured by condition the approval and implementation of an approved noise attention scheme to demonstrate that no such development would be affected by a daytime (0700-2300) outdoor noise level in excess of 63 dB LAeq,16hour or night-time (2300-0700) outdoor noise level in excess of 57 dB LAeq noise contour which runs along the A14 corridor. It also required mitigation through appropriate double glazed systems and acoustically treated ventilation to ensure an acceptable indoor noise environment. This built development now requires a approximately a quarter of the acoustic barrier at its eastern end to remain on a permanent basis.</p> <p>The site being assessed lies a short way south of the A14 but close to the A14 Histon junction and fronts onto the busy Cambridge Road. No noise contours are available for this site, but the frontage of the site in particular is likely to experience significant levels of noise. Notwithstanding, if it can be demonstrated that the part of the site set back from the road would not be affected by a daytime (0700-2300) outdoor noise level in excess of 63 dB LAeq,16hour or night-time (2300-0700) outdoor noise level in excess of 57 dB LAeq noise contour, that part of the site would be capable of development. It would also need to be understood whether the development of this site for residential use would require the retention of any greater length of the acoustic barrier to ensure adequate noise protection.</p> <p>Whilst noise issues should not be underestimated and will need to be properly considered through any application, it is reasonable to assume for the purposes of this assessment that the site is likely to be capable of development, subject to noise mitigation measures to buildings, including careful acoustic design and layout of any residential buildings (single aspect, limited height, sealed non-opening windows on façade facing A14, passive and / or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on facade with direct line of sight to road noise source), and potentially a decision on whether the retention of the acoustic barrier could be accepted.</p>
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		If it were concluded that the full length of the noise barrier needed to be retained this should be conditional on the replacement of the barrier with an upgraded and more sensitive design and materials that would be more appropriate as a permanent feature and setting to Cambridge, potentially a transparent screen. The A14 improvements will require the barrier to be moved further south to facilitate the extra lane and this would provide an opportunity to replace it with a more appropriate design at the same time.
<b>Known Ecological constraints to development</b>	No	The site formerly comprised agricultural land. A Biodiversity and Management plan has previously been prepared for the Arbury Camp site as a whole. Specific areas have been designated for enhancement through the management plan.
<b>Section B Conclusion</b>		The site lies within the built up area of Cambridge and within a wider area allocated for residential-led mixed use development, including 900 dwellings. The key issues to be resolved are noise and air quality specifically for this parcel adjacent to the A14 and whether a satisfactory residential environment can be created. It is also important to ensure that there is no adverse impact on the AQMA which was designated after the granting of outline planning permission for the site. The public consultation will provide an opportunity for these issues to be addressed prior to any final decision on whether to propose the allocation of the site for residential use.

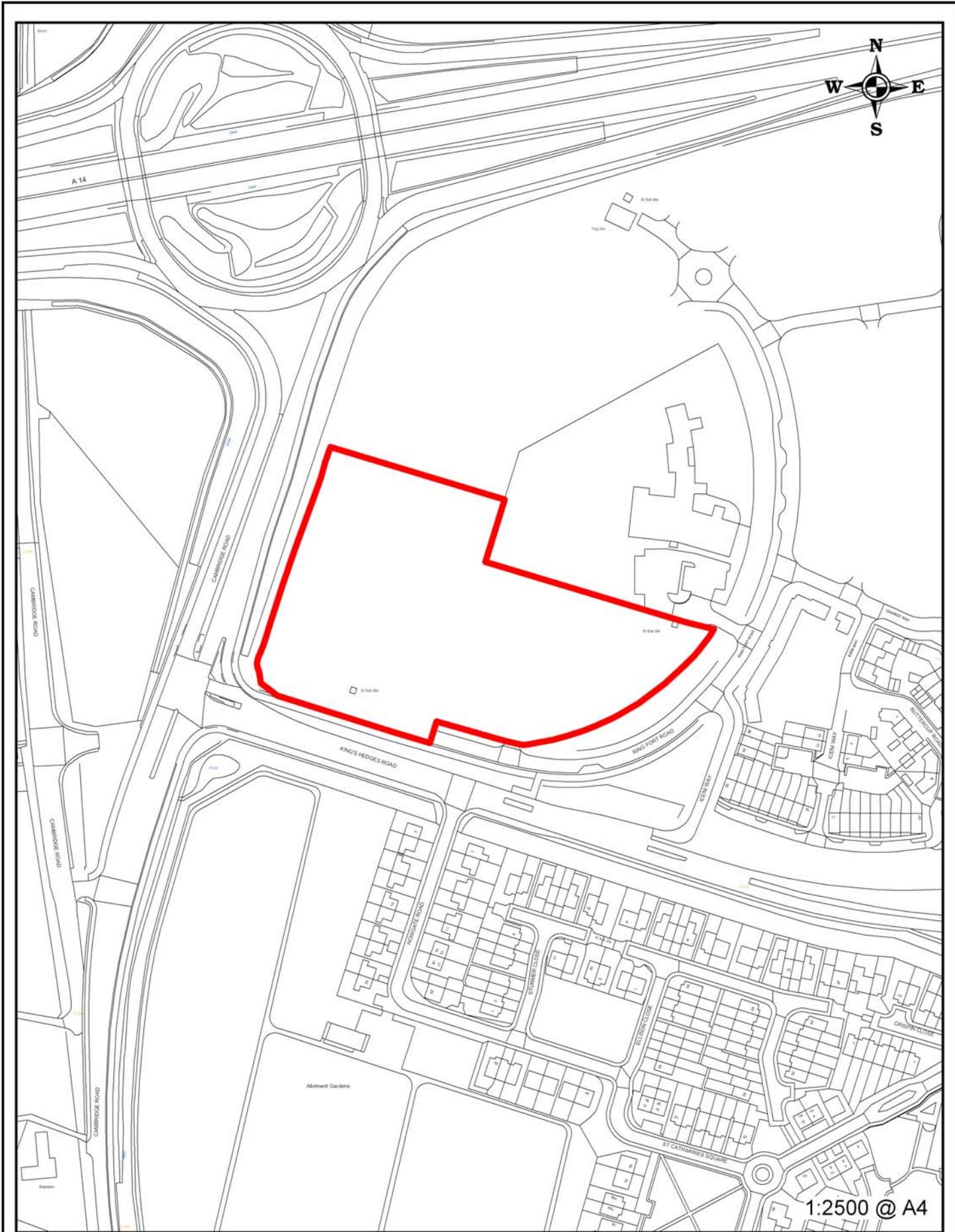
<b>Section C</b>	
<b>The Proposal</b>	
<b>Planning History</b>	The Arbury Park site was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. Outline planning permission was granted in 2005, and a number of phases of the site are complete or under construction.
<b>Implications of scale of site for settlement character</b>	No implications as the site forms part of the wider Arbury Park development site that has already been allocated for development and is under construction.
<b>Relationship to Existing Settlement</b>	Lies within the Arbury Park development, which forms part of the built up area of Cambridge.

<p><b>Potential to create sustainable mixed development</b></p>	<p>The site has good access to employment, and the new local centre planned to the northeast of this parcel. It is therefore a sustainable location for additional residential development that will form part of a mixed-use development.</p> <p>The primary purpose of employment and mixed use development on the edge of the Arbury Park site was to act as noise attenuation for the A14 for residential development on the remainder of the site. If it can be demonstrated that a satisfactory residential environment can be created in the same location as part of a mixed use scheme, this would not be contrary to the policy objective for the site.</p> <p>The South Cambridgeshire / Cambridge City Employment Land Review 2008 has demonstrated sufficient employment land is available to meet needs for the East of England Plan period and beyond. This site is therefore not necessary to meet employment land supply needs.</p> <p>The site virtually adjoins one of the biggest employment areas in the District and in Cambridge, Cambridge Science Park, and also has good access to the wider employment opportunities of Cambridge, therefore new residents will have good access to employment opportunities. The priority for this site should be to address the issue of the homes / jobs balance in the Cambridge area, by providing additional dwellings in a sustainable location. It is not necessary for Arbury to be a mixed use site in itself to be sustainable. This is consistent with the approach in other Cambridge urban extensions. The exceptions are NW Cambridge AAP where the University has identified specific long term needs for employment provision and Cambridge East AAP where the very major scale of the development requires strategic employment provision in order to be sustainable.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>The parcel forms part of a larger planned development at Arbury Park. The design of this site will be important as it forms the corner development of Kings Hedges Road and Cambridge Road, a significant gateway into Cambridge. Design guidance has been prepared for the Arbury Park site that will need to be considered in any scheme.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p>The site is not in the Green Belt.</p>

<p><b>Road capacity and access</b></p>	<p>Whilst it is likely that individually this site within Arbury Park site would not have any significant highways issues, there is the concern that if all three of the sites being assessed were developed this would significantly change the impact of the Arbury Park development taken as a whole on the A14 Histon Interchange and surrounding local highways junctions. This is especially a cause for concern given that the modelling for the proposed NIAB development (1780 homes within the city boundary) is based on an assumed 900 dwelling Arbury Park development, not 1100+. Therefore further work would be required to quantify the cumulative impact of these additional Arbury Park housing developments on the surrounding highway network and in order to ascertain the extent to which these developments could be accommodated alongside the city NIAB development, and any other new allocations. However, the trips generated would replace those assumed to be created by commercial uses previously planned on the site and included within the previous transport assessment, and would need to be offset against them.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>No specific proposals are put forward but the nearby Mere Way provides access to the countryside north of the A14.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Further evidence is required with regard to the impact on the A14 to determine whether there is capacity before the A14 improvements.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>It is anticipated that this small site could come forward by 2016. If the other Arbury sites being assessed were to also to be allocated, the outcome of a revised transport assessment will be important to ensure adequate capacity in the surrounding highway network and the Histon junction. Even if there were found to be constraints on delivery prior to the completion of the A14 improvements, it is anticipated it would be capable of being implemented by 2016. The whole scheme is programmed to be completed by 2015 and the Highways Agency is investigating the potential for running two sections of the work at the same time which would see completion in 2011 (see site 5).</p>
<p><b>Section C conclusion:</b></p>	<p>The site is a suitable location for development and there is no policy objection to its reallocation for residential use. Highway capacity of the site both alone and with any other allocations in the Arbury Camp development and elsewhere in this part of Cambridge would need to be ensured.</p>

### **Site Assessment Conclusion**

This site is already allocated for development and under construction. It will form part of the urban area of Cambridge. It is a sustainable location for development at the top of the search sequence in the Structure Plan and East of England Plan. As Arbury Park is within the urban area, it is higher in the sequence than any other site options in South Cambs. Reallocation of the site for mixed use development including residential uses would be acceptable in policy terms but only if a satisfactory residential environment could be achieved in terms of noise and air quality which does not worsen air quality within the AQMA. If other allocations in the area were proposed, it would need to be demonstrated that the cumulative impact on the highway network would be acceptable.



## Site 3 - Parcel Q and H.R.C.C, Arbury Park

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<b>Site Number</b>	4				
<b>Location</b>	Edge of Cambridge				
<b>Site Name / Address</b>	North West Cambridge AAP				
<b>Objector [ref no]</b>	N/A	<b>Rep No.</b>	N/A	<b>Objection site ref</b>	N/A
<b>Objector's Proposal</b>	N/A: Allocated in Submission Draft North West Cambridge AAP (May 2008)				
<b>Site Size</b>	31.9 ha.				
<b>Housing Capacity</b>	The Submission NWCAAP proposes a total of 2,000-2,500 dwellings across both districts. Subject to masterplanning, the land use budget supporting the AAP suggests 2,325 dwellings could be accommodated on the site. Of these, 910 dwellings could be accommodated in South Cambridgeshire.				
<b>Site Description</b>	This large site is mainly open agricultural land with 2 farm complexes in the northwest part of the site fronting Huntingdon Road. The outer site boundary is defined at the break in slope to ensure an adequate Green Belt setting for Cambridge is retained on the slope down to Washpit Brook, the M11 and the countryside beyond.				
<b>Site Context</b>	The site forms part of a larger site with adjoining land in Cambridge City, also predominantly open agricultural land which adjoins the existing built up area. The northern boundary of the site adjoins a row of large detached houses in substantial gardens fronting Huntingdon Road. The northwest part of the site fronts onto Huntingdon Road and lies opposite Girton College, a listed building set in extensive grounds.				
<b>Stage in development sequence</b>	Edge of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	Yes, for predominantly University related uses.				
<b>Allocated for housing in an existing plan?</b>	Yes. Submission Draft North West Cambridge Area Action Plan (NWCAAP).				

<b>Tier 1</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Green Belt</b>	Yes	Proposed to be deleted from GB in Submission NWCAAP	<b>Flood Risk</b>	No	Not in flood zone but impact on wider catchment needs to be considered. See Drainage, Tier 2, Section B.
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	Girton College lies opposite the site

<b>Historic Park &amp; Garden</b>	No	Not on the national register but are the grounds of Girton College of local interest	<b>Suitable scale for housing allocation</b>	Yes	
<b>Could site form an extension to an existing settlement?</b>	Yes. Urban extension to Cambridge with adjoining land in Cambridge City.				
<b>Tier 1 conclusion:</b>	Whilst currently in the Green Belt, the location is identified in the Structure Plan to be deleted from the Green Belt and allocated for predominantly University related uses. The Submission Draft North West Cambridge Area Action Plan identifies an appropriate site for development that balances the protection of this important setting of the City with meeting the development needs of Cambridge University. The site lies opposite Girton College and any development proposal would need to ensure no unacceptable adverse impact on its setting. There are no fundamental constraints to development on the site.				
<b>Does the site warrant further assessment?</b>	Yes. The site is allocated in the North West Cambridge Submission Area Action Plan. However, the Inspectors for the SSPDPD Examination have asked that it be included in this comparative assessment. The assessment will therefore consider the relative merits of the AAP site but there is no opportunity to make any changes to the site through this process. The NWCAAP will be subject to a separate Examination in November at which the merits of the proposal will be tested.				

<b>Tier 2</b>
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<b>Section A</b>
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<b>Sustainability ranking of settlement</b>	2nd
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<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance.
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<b>Accessibility to Key Cambridge Locations</b>		
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<b>Science Park</b>	<b>City Centre</b>	<b>Addenbrookes</b>
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6 km	3 km	7 km
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<b>Accessibility to Key Services</b>				
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	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
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	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
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<b>Supermarket / Food Shop</b>	610m	1,490m	1,460m	2,275m
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<b>Primary School</b>	1,100m	1,820m	2,005m	2,910m
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<b>Secondary School</b>	2,210m	3,240m	2,980m	4,070m
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<b>Post Office</b>	1,360m	1,820m	2,510m	3,140m
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<b>Doctor's Surgery / Medical Centre</b>	660m	1,600m	1,465m	2,290m
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<b>Existing Public Outdoor Sport</b>	360m	1,055m	1,030m	1,875m
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<b>Existing Children's Formal Playspace</b>	360m	1,460m	430m	1,690m
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<p><b>Education Requirements or Potential for Additional Provision</b></p>	<p>The Submission NWCAAP requires an appropriate level of service provision to serve the new community. Following consultation with the County Council, it anticipates the need for a new primary school. The County Council has amended its advice and in representations to the NWCAAP has advised that a second primary school may be required within the AAP area to serve later phases of development. The County Council has advised that a new secondary school is needed to serve planned development in the north west quadrant of Cambridge, including land between Huntingdon Road and Histon Road allocated in the Cambridge Local Plan. The County Council proposes that this need is met in the Huntingdon Road / Histon Road sector. The NWCAAP makes clear that the development will need to make appropriate financial contributions towards this provision</p>			
<p><b>Potential for Additional Services or Facilities</b></p>	<p>The NWCAAP proposes a new local centre at the heart of the development to provide local services and facilities to meet the needs of the development. It also acknowledges that some of these might be provided outside the development, for example in the new local centre being provided in the new neighbourhood north of Huntingdon Road.</p>			
<p><b>Accessibility to Public Transport</b></p>				
	<p><b>As the Crow Flies</b></p>		<p><b>Actual Walking Distance</b></p>	
	<p><b>Nearest Point</b></p>	<p><b>Furthest Point</b></p>	<p><b>Nearest Point</b></p>	<p><b>Furthest Point</b></p>
<p><b>Distance to nearest Bus Stop</b></p>	<p>110m</p>	<p>730m</p>	<p>295m</p>	<p>990m</p>
<p><b>Quality of Public Transport</b></p>	<p>High Quality. Mon-Fri every 10 mins between 7.14am - 6.43pm, hourly in the evening. Saturday every 10 mins 7.54am - 6.43pm. Hourly service on Sunday between 9.49am - 5.59pm, then at 7.49pm and 9.49pm.</p>			
<p><b>Existing Public Transport Summary</b></p>	<p>This site is bounded by Madingley Road to the south and Huntingdon Road to the northeast. In terms of Citi bus services, Madingley Road is served by the Citi4 and Uni4 at a combined frequency of 6 buses an hour whilst Huntingdon Road is served by the Citi5 and Citi6 at a combined frequency of 6 buses an hour. These services would only be a viable option for those residents living within approx. 400m of Madingley/Huntingdon Road.</p>			
<p><b>Existing Cycling Infrastructure</b></p>	<p>Subject to securing direct and convenient links to existing cycling infrastructure this development would be reasonably well connected to the wider Cambridge cycle network.</p>			

<b>Potential for Transport Improvements</b>	<p>Given the level of planned housing here (up to 2,500 dwellings and accommodation for 2000 students) it is likely that a bus service with a frequency of 4-6 buses an hour could be supported by the development, whether travelling along Madingley Road or Huntingdon Road into the city centre.</p> <p>There is potential for further bus priority measures to be implemented along Huntingdon Road; one such scheme is included in the County Council's TIF proposals and another potential scheme is included in the Transport Assessment for the current NIAB city allocation planning application. Therefore the developer for this site would be expected to contribute towards such a scheme if this site came forwards in order to ensure public transport is maximised and sufficiently encouraged from this site.</p>
<b>Likelihood of achieving high share of sustainable modes</b>	<p>The NW Cambridge Transport Study anticipated that a relatively high share of sustainable modes could be achieved by developments in this area, with potentially less than 40% of trips by private car.</p>
<b>Section A conclusion:</b>	<p>The site is in a sustainable location on the edge of Cambridge. It has the benefit of helping improve the balance between jobs and workers in Cambridge. Whilst existing services and facilities and public transport nodes are some distance, this reflects the fact that this is an urban extension to Cambridge and the inner part of the site lies within Cambridge City. The scale of development is such that it can provide its own new local centre and primary school. A new secondary school to serve the wider north west part of Cambridge is proposed by the County Council to be located in the development proposed between Huntingdon Road and Histon Road. NWCAAP proposes new routes through the development, including dedicated public transport routes and the provision of high quality public transport with the majority of homes being within 400m easy walking distance of a public transport stop. The AAP requires a HQPT service to be provided to support the development and defines this as one that provides a 10-minute frequency during peak periods and a 20-minute frequency inter-peak.</p>

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Development Framework?</b>	No	Adjacent to Girton village framework, but proposed to be included within Cambridge urban area framework in Submission NWCAAP.	<b>Allocated for another use in the LDF?</b>	Yes	Allocated in Submission AAP for residential use as part of a mixed use development

<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No	Adjacent. Front gardens of properties fronting Huntingdon Road			
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	No	There are a number of TPOs outside the site around the properties fronting Huntingdon Road.			
<b>Public Rights of Way Crossing the Site</b>	Yes	Right of Way crosses north west part of site.			
<b>Public Rights of Way leading from the site</b>	Yes	Crosses M11 into countryside beyond			
<b>Non Statutory Archaeological Site</b>	Yes	The area is located adjacent to the route of the road linking the Roman towns at Cambridge and Godmanchester. Cropmarks within the area indicate the location of probable areas of prehistoric and/or Roman settlement (Historic Environment Record Numbers 09534, 09529). There is also an extensive Roman and Saxon cemetery known to the immediate north in the grounds of Girton College (HER 05274). Further, currently unrecorded remains are also likely to survive in the area. We would not object to the allocation of this site for development. However, any planning application should be accompanied by the results of an archaeological assessment, the results of which should provide sufficient information to enable an informed judgement regarding the extent and scope of necessary mitigation, including preservation in situ where justified in terms of the quality and significance of the archaeological remains present.			
<b>Previously Developed Land</b>	No				

<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Predominately grade 2, with small parts of 3 & 7
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>		The NWCAAP requires a strategic scale flood risk assessment for the site and any impact on the wider catchment. This is informed by the Strategic Flood Risk Assessment 2005 which identifies a significant risk of flooding to properties downstream in Girton and Oakington. The Phase 1 Water Cycle Strategy 2008 particularly highlights the potential cumulative impact of development in the NW part of Cambridge which both drain to the Cottenham Lode catchment, to which Northstowe will also drain. The AAP requires that there be no increase in risk downstream, and if possible seeks a reduction in risk downstream.
<b>Land Contamination</b>	Yes	Existing uses of University Farm and Research sites would require investigation and potentially remediation.
<b>Air Quality Issues</b>	Yes	Adjoins the Air Quality Management Area (AQMA) on the A14. The proposal has the potential to generate a significant amount of extra traffic on the A14 and M11. With this in mind, the Council will require a full and detailed air quality assessment for this site, the content of which should be agreed with the Council prior to being carried out. It is also anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered.
<b>Noise Issues</b>	Yes	The site is in close proximity to the M11 and the Northern corner of site is bounded by the M11 and A14 (likely to be upgraded-closer to site). Traffic noise will require assessment in accordance with PPG 24 – Planning & Noise and associated guidance. Any proposed residential premises to north of the site will require careful consideration. However residential is likely to be acceptable with careful orientation / positioning / design / layout of residential, noise mitigation / attenuation and noise insulation measures. The NWCAAP states that certain types of physical acoustic barrier such as a fence along the M11 is unlikely to be acceptable in this sensitive location (para 2.8).
<b>Known Ecological constraints to development</b>	Yes	Ecological appraisals carried out by specialist consultants for Cambridge University advise that, although the majority of the NWCAAP site comprises large areas of habitat of limited intrinsic nature conservation value (such as improved grassland, arable fields and species-poor hedgerows), parts of the site have been found to be of some importance for protected species and other species of conservation concern. In particular, the potential exists for bats, badgers, water voles, great crested newts, reptiles and a variety of bird species to be adversely affected by the proposals. It is known

	<p>that badgers are present on the NWCAAP site. There is a main sett in the City part of the site near the SSSI and there are secondary setts elsewhere on the NWCAAP site, including in South Cambs. There is potential to close or relocate secondary setts into the adjoining countryside area remaining in the Green Belt under licence from Natural England. Foraging routes can also be designed into the development. If great crested newts are found in the pond within the Madingley Road Park and Ride site, any work in the vicinity of the new pond would need to proceed under licence to Natural England and appropriate mitigation would need to be implemented. There are opportunities for habitat enhancement and creation, and appropriate management of the habitats of relatively low nature conservation importance within this area will improve their value for wildlife, and will help to mitigate for the potential impacts on farmland species in the northern and central parts of the site. Mitigation measures could contribute towards the Cambridgeshire BAP targets for habitats and species, including hedgerows and ponds, farmland birds and water voles.</p>
<p><b>Section B Conclusion</b></p>	<p>There are no fundamental constraints to development. There are a number of important issues that need to be addressed in developing an appropriate masterplan for the site and bringing forward development proposals. These have been taken into account in the preparation of the NWCAAP and appropriate policy requirements have been included in the plan.</p>

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<p><b>Planning History</b></p>	<p>The Structure Plan identifies land between Madingley Road and Huntingdon Road as a location for a strategic scale of development for predominantly University-related uses. The Panel Report recognised that was not considered by the sub regional study informing the Structure Plan preparation to have potential for development and that “the land is prominent, being highly visible from the west and it provides an open setting to the village of Girton which straddles the A14” (paragraph 8.92). Other Green Belt studies also conclude that this area performs an important Green Belt function. However, the Panel concluded in the light of evidence of need by the University and lack of suitable alternative locations that they were “satisfied that there would be justification for the release of Green Belt land in North West Cambridge to meet that need” (paragraph 8.101). The Cambridge Local Plan Inspector concluded that “the M11 should have an open buffer because at present the M11 runs largely though countryside west of Cambridge” (paragraph 9.22.36).</p>

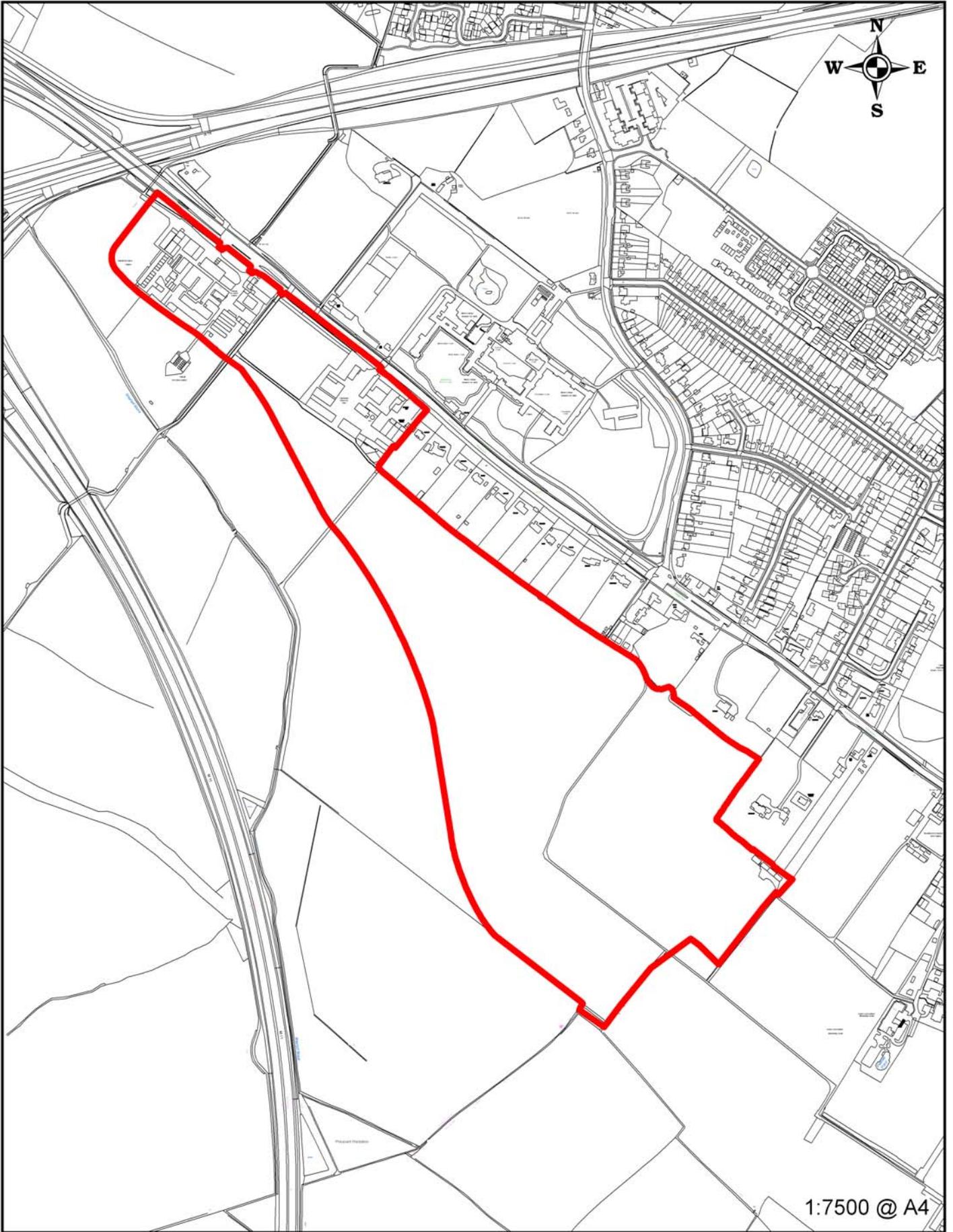
<p><b>Implications of scale of site for settlement character</b></p>	<p>The principle of a major urban extension to Cambridge in this location and its impact on the character of Cambridge was considered in the preparation of the Structure Plan. In general terms, the scale of development would not have a harmful impact on the overall character of Cambridge. The site also lies adjacent to the southern part of Girton village but will have no functional link with it. Whilst it is a large development relative to Girton, the AAP policies seek to ensure that it will not adversely affect this necklace village.</p>
<p><b>Potential to create sustainable mixed development</b></p>	<p>This is a large site and a mixed use development is proposed with new local services and community facilities to serve the development either within the site (in either District) or potentially in the adjacent development between Huntingdon Road and Histon Road and part funded by this development if this proves a more efficient and effective way to provide them, eg. through co-location of facilities. It is also large enough to provide new public transport routes and to masterplan the development to ensure good access to public transport nodes. The NWCAAP includes policies to ensure High Quality Public Transport is provided to serve the development. The site has potential to create a sustainable urban extension to Cambridge.</p>
<p><b>Relationship to Existing Settlement</b></p>	<p>The site relates relatively well to the parts of Cambridge to the east, when taken together with the part of the NWCAAP site lying within Cambridge City. It also physically abuts the properties fronting Huntingdon Road which lie on the edge of the village of Girton. Various site configurations were investigated at the issues and options stage to explore potential for physical separation between the majority of the development and Girton village. However, it was concluded that as there will be no functional relationship between the existing properties and the new development to the south, and given the potential need for development on the outer edge of the development to provide noise protection to the inner part of the site, there will be limited impact on Girton village.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>This major urban extension to Cambridge will be highly visible in the landscape from the west in short and medium distant views. This was recognised by the Structure Plan Panel in concluding that land should be released from the Green Belt in this location. Whilst Green Belt studies show that this location is important to the purposes of the Green Belt, the Panel concluded that it is a location where development could exceptionally be accommodated specifically to address the long term needs of Cambridge University which demonstrated to the Panel's satisfaction that there were no other suitable alternative sites available to the University to meet its needs, and those needs were concluded to be of such importance to the Cambridge Sub Region that land in this location could be released for development despite its importance in performing a Green Belt function.</p> <p>The site footprint included in the NWCAAP has been defined with regard balancing the strategic requirement to meet the development needs of Cambridge University on the one hand with the impact of development on local character and the setting of Cambridge. It also has full regard to saved Structure Plan policy P9/2b and the need to retain any areas required to maintain the purposes of the Cambridge Green Belt (purposes now defined in Policy CSR3 of the East of</p>

	<p>England Plan 2008), including to maintain and enhance the quality of Cambridge's setting and prevent communities in the environs of Cambridge merging into one another and with the City. The challenge has been to identify a site that goes as far as possible to meeting the University's development aspirations, while ensuring land is retained in the Green Belt to ensure a workable Green Belt setting to Cambridge is retained. The site boundary therefore retains an adequate open countryside setting to Cambridge by containing development at the break in slope and retaining the sloping land down to Washpit Brook and towards the M11 within the Green Belt to provide the necessary Green Belt setting. The development will provide a new edge to Cambridge and will impact on local character and appearance, but the AAP requires a high quality built edge and the landscaped countryside setting will help to mitigate its impact in views.</p> <p>The site also retains a strategic gap through the development as Green Belt, running south from Huntingdon Road and linking with the strategic gap north of Huntingdon Road to ensure that Girton village remains separate from Cambridge. Whilst the site physically adjoins properties fronting Huntingdon Road that lie within Girton village framework, there will be no functional link between the two and the new development will function as an urban extension to Cambridge. The physical separation between Girton village and Cambridge, including the proposed urban extension, is provided on the Huntingdon Road frontage by the strategic gap to protect the perception of separation provided when viewed from Huntingdon Road.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p><i>To maintain and enhance the quality of Cambridge's setting</i> – there is clearly an impact on the setting of Cambridge in an area identified as meeting Green Belt purposes. However, the Structure Plan makes an exception in this location to address the needs of the University and the Green Belt boundary proposed is considered to ensure that an adequate, open countryside setting to Cambridge is retained.</p> <p><i>Prevent communities in the environs of Cambridge merging into one another and with the City</i> – the strategic gap through the development from Huntingdon Road, partly in Cambridge City, will ensure that there is physical separation between Cambridge and Girton village along Huntingdon Road. Whilst there will be a physical joining with the rear of properties on Huntingdon Road, there will be no functional merging.</p>
<p><b>Road capacity and access</b></p>	<p>The NW Cambridge Transport Study, a supporting document for the Submission NWCAAP concludes that the site can be adequately accessed and accommodated within the strategic and local highway network.</p> <p>The Highways Agency's comments at the AAP Preferred Options consultation was that the types of residential accommodation proposed in this location should generate significantly fewer car trips than, say, speculative private housing, but they commented that the potential impact of this amount of development is not clear. They supported the principle of the allocation as it advocates the provision of land for housing development in areas where travelling distances are short. They also noted the strategy takes into account the</p>

	<p>availability of sustainable modes of transport, such as buses, walking and cycling within the development sites. The Highways Agency has advised that it considers this site has a different physical relationship with the A14 than the nearby NIAB site and that the composition of the development having 50% University key worker housing gives it a Cambridge travel focus. Taking these factors together, it would not anticipate a need to raise objection to development on this site ahead of the completion of the A14 improvements, subject to the usual testing at the planning application stage.</p> <p>The County Council comments that the capacity of the road network in Cambridge is severely constrained and the ability of any radial route into the city to take additional traffic, particularly in the peak hours, is limited. However, it considers that a proportion of the land-uses proposed on the University land within the Cambridge North Fringe West can come forward ahead of the section of the A14 improvements to the north of the City. It comments that without any detailed Transport Assessment it is not possible to conclude on the exact quantum that can come forward, but it is likely that the majority of the education facilities and university key worker housing can come forward, along with the student accommodation. This is because the likely trip characteristics will predominantly be focused internally to the site or to other University sites within Cambridge City. However, this would not include any element of market housing as there is a likelihood that trips generated by these houses will have an impact on the A14 and its junctions with the local highway network. The County Council advises that the other issue that will need to be addressed is the impact and implications of construction traffic upon the A14. This will also need to be considered alongside development related trips.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>The NWCAAP requires the provision of improved linkages to the adjacent open countryside. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. It will also to provide connectivity for reasons of biodiversity.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>The main implication for timing of development in South Cambridgeshire is the phasing of development between districts and the build out rates across the site anticipated to be from Cambridge City towards South Cambridgeshire.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>The housing trajectory in the NWCAAP anticipates 550 dwellings by 2016.</p>
<p><b>Section C conclusion:</b></p>	<p>Whilst there will be an impact on the Green Belt, the principle of development has been established through the Structure Plan. The NWCAAP has determined the appropriate footprint for development that achieves an appropriate balance between addressing the needs of the University and maintaining a workable Green Belt boundary. The transport implications of the development have been considered through the NW Cambridge Transport Study which confirms that the scale of development proposed in the wider north west quadrant can be accommodated within the highway network and the Highways Agency has raised no objection to development taking place before the A14 improvements are completed.</p>

### **Site Assessment Conclusion**

The principle of development for predominantly University-related uses in this location has been established in the Structure Plan. The Submission Draft NWCAAP prepared jointly with Cambridge City Council identifies the site for development and sets the appropriate policy framework for development. The site assessment confirms that the NWCAAP site is consistent with strategic policy and can come forward as a sustainable urban extension to Cambridge, including land in South Cambridgeshire, which can deliver housing within the plan period to 2016.



1:7500 @ A4



# Site 4 - North West Cambridge AAP

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<b>Site Number</b>	5				
<b>Location</b>	Edge of Cambridge				
<b>Site Name / Address</b>	Land between Huntingdon Road, Histon Road and the A14, North West Cambridge (Objector's Site)				
<b>Objector [ref no]</b>	David Wilson Estates [3052]	<b>Rep No.</b>	12329 (GB/1) 12320 (SP/13)	<b>Objection site ref</b>	1 (06.07)
<b>Objector's Proposal</b>	To delete the entirety of land between edge of Cambridge, Girton and A14 from the Green Belt and allocate for a minimum of 1,000 dwellings, secondary school and other community facilities and including a strategic gap with Girton, but with no land areas for different uses identified on the Proposals Map. At examination, the objector clarified the area of land proposed for development, and that the rest of the objection site would remain undeveloped, with the strategic gap being identified. Whilst preferring the remaining land to be removed from the Green Belt, if the designation were to remain, the objector argued that the boundary between the development area and the A14 be determined after granting planning permission through a review of the plan.				
<b>Site Size</b>	Full objection site: 80.1 ha. Development area: 30.2 ha.				
<b>Housing Capacity</b>	Objector proposes a policy for a minimum of 1000 dwellings, but advised the Inspector that 1125 dwellings could be accommodated on the site, all capable of being delivered by 2016.				
<b>Site Description</b>	The duly made objection site covers a large area of open agricultural land bounded by the district boundary, Girton village and the A14. However, during the examination, the objector has clarified that it wishes to develop part of the site adjacent to the district boundary, retaining green separation between development and Girton, and with the western part of the site and land close to the A14 remaining open countryside. A public footpath runs along the district boundary. A private agricultural road runs through the objection site and links with land to the north of the A14 via an overbridge. There is a strong hedgeline running through the site along the southern edge of the area proposed for development by the objector. A drainage ditch runs broadly parallel with the NW boundary of the area proposed for development, within the development area. The northern part of the area close to the A14 has a more enclosed character of farm buildings and paddocks with more trees and tree groups.				
<b>Site Context</b>	The area adjoins open land in Cambridge City allocated for a new urban extension of 1780 dwellings with local centre and public transport route running through the site between Huntingdon Road and Histon Road. It also adjoins the built up area of Girton village. The A14 trunk road forms the northern boundary of the area.				
<b>Stage in development sequence</b>	Edge of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	Yes				

<b>Allocated for housing in an existing plan?</b>	No
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<b>Tier 1</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Green Belt</b>	Yes		<b>Flood Risk</b>	No	Strategic Flood Risk Assessment identifies risk local to NIAB drainage ditch which runs through objector's proposed development area. Would require mitigation and most likely re-routing.
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	
<b>Historic Park &amp; Garden</b>	No		<b>Suitable scale for housing allocation</b>	Yes	
<b>Could site form an extension to an existing settlement?</b>	Yes, as an addition to the site allocated in the Cambridge Local Plan for a housing led development.				
<b>Tier 1 conclusion:</b>	Whilst currently in the Green Belt, the sites lies in a location identified in the Structure Plan where land could be deleted from the Green Belt and allocated for residential development. The impact on the purposes of the Green Belt will be a material consideration in assessing the suitability of the site for development, but does not forms a fundamental constraint to development on the site. There are no other fundamental constraints to development.				
<b>Does the site warrant further assessment?</b>	Yes				

<b>Tier 2</b>
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<b>Section A</b>
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<b>Sustainability ranking of settlement</b>	2nd
<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance.

<b>Accessibility to Key Cambridge Locations</b>		
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<b>Science Park</b>	<b>City Centre</b>	<b>Addenbrookes</b>
2.5 km	3 km	7 km

<b>Accessibility to Key Services</b>				
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	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Supermarket / Food Shop</b>	170m	1,570m	380m	1,695m
<b>Primary School</b>	230m	1,250m	485m	1,400m
<b>Secondary School</b>	1,350m	2,490m	1,750m	3,330m
<b>Post Office</b>	1,000m	1,250m	1,225m	2,255m
<b>Doctor's Surgery / Medical Centre</b>	290m	1,550m	540m	1,690m
<b>Existing Public Outdoor Sport</b>	270m	880m	635m	1,485m
<b>Existing Children's Formal Playspace</b>	195m	1,240m	675m	1,725m

<b>Education Requirements or Potential for Additional Provision</b>	The County Council has advised the examination that a new primary school will be required to serve the development. It has also advised that a new secondary school is needed to serve planned development in the north west quadrant of Cambridge, including land between Huntingdon Road and Madingley Road allocated in the Submission Draft North West Cambridge Area Action Plan. The County Council proposes that this need is met in the Huntingdon Road / Histon Road sector. It has objected to the planning application before Cambridge City Council for the adjacent allocated site on the basis that it does not include
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	provision of a secondary school, but has also supported the objection site before the South Cambridgeshire examination to the extent that it is seeking land to be released from the Green Belt to provide a secondary school. Either option would make the necessary provision for secondary education to serve the objection site.			
<b>Potential for Additional Services or Facilities</b>	The scale of development is such that it has potential to contribute towards new local services and facilities to serve the site. It may be that these would be better located at the proposed new local centre in the adjacent City allocation through financial contributions.			
<b>Accessibility to Public Transport</b>				
	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Distance to nearest Bus Stop</b>	0m (adj.)	900m	0m (adj.)	1030m
<b>Quality of Public Transport</b>	High Quality. Mon-Fri every 10 mins between 7.40am - 6.22pm, hourly service in the evening. Sat every 10 mins between 7.40am - 6.00pm, hourly service on Sundays between 9.52pm - 11.13pm.			
<b>Existing Public Transport Summary</b>	In terms of Citi bus services, Huntingdon Road is served by the Citi5 and Citi6 bus services at a combined frequency of 6 buses an hour whilst Histon Road is served by the Citi7 bus service at a frequency of 6 buses an hour. These bus services would only be a viable option for those residents living within 400m of Huntingdon/Histon Road.			
<b>Existing Cycling Infrastructure</b>	Subject to securing direct and convenient links to both existing cycling infrastructure and infrastructure that would come forward as part of the NIAB city application this site would be reasonably well connected to the wider Cambridge cycle network.			
<b>Potential for Transport Improvements</b>	<p>The objector is also the developer of the adjacent allocated site in Cambridge City, and as part of a current planning application proposes a bus priority route through that development linking Huntingdon Road and Histon Road. The objector advised the examination that the proposed bus route could either link into the objection site or be rerouted through the objection site to provide good access to public transport for both sites. The level of service on that route is yet to be determined, but it is understood that negotiations so far on the City allocation are suggesting that good quality public transport provision could be secured from the site along Huntingdon Road into the city, with a 15 minute service at peak times.</p> <p>The addition of this objection site would strengthen whatever public transport provision is secured for the City allocation and could potentially result in a 10 minute service being viable from the NIAB sites.</p> <p>There is potential for further bus priority measures to be implemented along Huntingdon Road; one such scheme is included in the County Council's TIF proposals and another potential scheme is included in the Transport Assessment for the city allocation. Therefore the developer for this objection site would be expected to contribute towards or fund such a scheme if</p>			

	this site came forwards in order to ensure public transport is maximised and sufficiently encouraged from this site.
<b>Likelihood of achieving high share of sustainable modes</b>	The NW Cambridge Transport Study anticipated that a relatively high share of sustainable modes could be achieved by developments in this area, with potentially less than 40% of trips by private car.
<b>Section A conclusion:</b>	The site is in a sustainable location on the edge of Cambridge. It has the benefit of helping improve the balance between jobs and workers in Cambridge. Whilst existing services and facilities and public transport nodes are some distance, this reflects the fact that this would form an urban extension to Cambridge together with an adjacent site in Cambridge City. The City site would bring forward significant improvements to both services and facilities and public transport close to the site and could be further enhanced either by additional services and facilities located within the objection site or by financial contributions towards provision on the City site.

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Development Framework?</b>	No	Objection site as a whole adjoins City framework and Girton village framework. Proposed development area adjoins City.	<b>Allocated for another use in the LDF?</b>	No	Submitted Site Specific Policies DPD had policy for Countryside Enhancement Area covering area.
<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No	Opposite. (Allotments on east side of Cambridge Road lie opposite a small part of the site)			

<b>County Wildlife Site</b>	No	
<b>Local Nature Reserve</b>	No	
<b>Tree Preservation Order</b>	No	
<b>Public Rights of Way Crossing the Site</b>	Yes	Public Right of Way along edge of site, on district boundary. Also south of site linking to Girton village.
<b>Public Rights of Way leading from the site</b>	No	
<b>Non Statutory Archaeological Site</b>	Yes	The site lies in an area of high archaeological potential. Cropmarks indicate the location of probably late prehistoric or Roman settlement in the area. We would not object to the allocation of this site for development. However, we would recommend that Environmental Impact Assessment should include assessment of the potential impact of development on archaeology and appropriate mitigation strategies included to ensure the preservation of archaeological remains by record or in situ as appropriate.
<b>Previously Developed Land</b>	No	
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	2 & 3, small part of 7
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	Groundwater levels in the area are high and the Environment Agency has advised that this could impact on functioning of infiltration systems as part of a Sustainable Drainage System. Monitoring would be required to provide information on groundwater levels. It advises that they have no objection in principle to allocation of the site on surface water drainage grounds. It refers to flooding problems downstream of the site but considers there is no reason why a satisfactory drainage scheme, eg. including balancing ponds in the area to the north of the site, could not be put forward which provides a reduction in flows from the site to address this issue. The Strategic Flood Risk Assessment identifies the drainage ditch lying within the boundary of the objector's site as subject to flooding. It is not clear whether the objector intends to reroute the drainage ditch, but some form of mitigation would be required in any development proposal.

<b>Land Contamination</b>	Possible	Adjacent. NIAB agricultural buildings / offices on Whitehouse Lane are present to the West and there are several farms to the North.
<b>Air Quality Issues</b>	Yes	The northern boundary of the site adjoins the Air Quality Management Area (AQMA) designated along the A14. The Council considers it important to ensure that any development has an appropriate air quality environment and does not require excessive design measures to ensure adequate air quality is achieved and also to ensure that the development does not cause adverse impact on the extent and quality of the AQMA through additional vehicles driving within the area and in particular the emissions created from cold starts within the development. The proposal has the potential to generate a significant amount of extra traffic on the A14 and surrounding distributor roads. Whilst the objector submitted an air quality review as part of its evidence to the examination, this did not take account of the impact of traffic generation from the development and the Council considers that a buffer area is needed between any site and the AQMA to ensure that the air quality objectives are achieved in residential areas. However, if the site were allocated, the Council will require a full and detailed air quality assessment for this site, the content of which should be agreed with the Council prior to being carried out. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered.
<b>Noise Issues</b>	Yes	The site is in close proximity to the A14 to the North of site is bounded by the M11 and A14 (likely to be upgraded-closer to site). The objector submitted a noise review and supplementary noise assessment to the examination that indicated that noise was capable of mitigation on the site, although a full traffic noise assessment would need to be provided with any planning application in accordance with PPG 24 and associated guidance. However residential is likely to be acceptable with careful orientation / positioning / design / layout of buildings, noise mitigation /attenuation and noise insulation measures. The Council has made clear to the examination that any noise attenuation measures required should not involve acoustic fences and any earth shaping should be away from the A14 and at the edge of the built development in the area where longer distant views are possible across the site from the A14.
<b>Known Ecological constraints to development</b>	Yes	Whilst the majority of the site comprises arable land considered to be of local ecological value, the site is known to support a number of protected species including badgers, bats, water voles and brown hare. At this stage the main potential issue is the impact that development within the proposed site could have on the local population of badgers. Retention of habitat important for wildlife would be necessary, eg. hedgerows used bats and ditches used by water voles.
<b>Section B Conclusion</b>	There are no fundamental constraints to development on the objection site. However, there are a number of issues that need to be properly taken into account in the masterplanning and design of any	

	development to ensure that matters such as noise, air quality, drainage and ecology are dealt with sensitively and would not have an unacceptable adverse impact.
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<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	The Structure Plan identifies land between Huntingdon Road and Histon Road in Policy P9/2c as a location where land is to be removed from the Green Belt for housing led development in accordance with the development sequence. Policy P9/2b makes clear that land should not be removed from the Green Belt where it performs a Green Belt function. The Panel Report comments that there was general agreement that the location between Huntingdon Road and Histon Road has potential for development subject to appropriate green separation. Land has subsequently been removed from the Green Belt in the part of the area lying within Cambridge City. The matter for the SSPDPD is whether any land in South Cambridgeshire should be removed from the Green Belt for development because either it does not perform a Green Belt function or because in the context of a housing shortfall due to changed circumstances since the plan was submitted, land should be removed from the Green Belt for housing development having regard to the development sequence and all reasonable alternatives.
<b>Implications of scale of site for settlement character</b>	The principle of a major urban extension to Cambridge in this location and its impact on the character of Cambridge was considered in the preparation of the Structure Plan. In general terms, the scale of development would not have a harmful impact on the overall character of Cambridge, but would have an impact on the character of Girton by reducing the separation with the city.
<b>Potential to create sustainable mixed development</b>	This is a large site and a mixed use development could be provided with new local services and community facilities to serve the development either within the site or, probably more likely, in the adjacent development in Cambridge City, and part funded by this development, if this proves a more efficient and effective way to provide them, eg. through co-location of facilities. The site has potential to form part of a larger sustainable urban extension to Cambridge.

<p><b>Relationship to Existing Settlement</b></p>	<p>The site relates relatively well to the parts of Cambridge to the east, when taken together with the allocated site lying within Cambridge City. However, the site will extend to the north west and effectively wrap around the edge of the part of Girton village south of the A14. Whilst the Green Belt separation between Cambridge and Girton is narrow to the north of Huntingdon Road, this soon opens up into the inverted triangle formed by the objection site, with Cambridge to one side of the triangle and Girton to another with the A14 and open countryside to the north. The wrapping around the corner of the necklace village of Girton by an urban extension to Cambridge would reduce the physical and visual separation. This could be mitigated through careful landscaping but would nevertheless have an impact. The site footprint proposed by the objector includes land extending along the Histon Road frontage, reducing the gap with Histon &amp; Impington, another necklace village.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>There are views across this open agricultural area from the A14 towards Cambridge and it provides an open countryside setting to the City and Girton village. Any site would need to ensure that an open green foreground is retained and that open views from the A14 are retained as far as possible. The general area proposed for development by the objector retains a significant part of the triangle between the City, Girton and the A14 as open countryside which helps to retain that setting, although the visual impression from the A14 of Girton and Cambridge as separate settlements with a treed area separating them would be reduced by the extension of development further out from Cambridge in front of Girton such that it would read more as a single built area. The treatment of the NW end of the strategic gap would need very careful landscaping to maximise the impression of separation from the A14. The form and design of any noise attenuation measures will be crucial to the character and appearance of the area and should not involve acoustic fencing which would have an adverse impact on the rural setting. Any earth shaping to provide noise attenuation should be located adjacent to the development in the open parts of the site to protect open views from the A14. This will also help mitigate and soften the new urban edge of the City.</p>

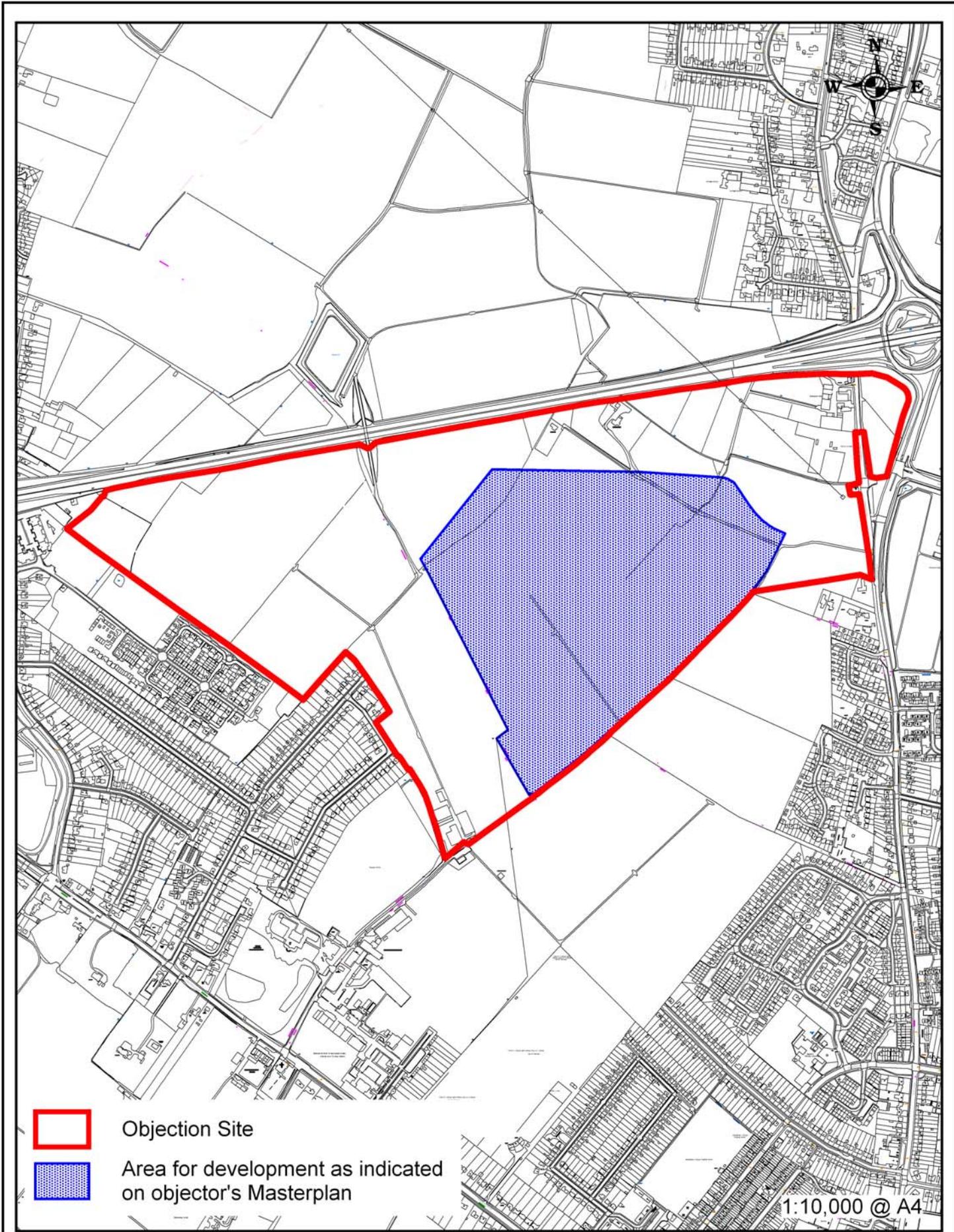
<p><b>Impact on purposes of the Green Belt</b></p>	<p>It is for the DPD to determine, through the application of saved Structure Plan policy P9/2b for Green Belt release, whether any land in South Cambs can be released from the Green Belt whilst retaining any land important to the purposes of the Green Belt. In the context of preparing the DPD and the land supply available at that time, the Council concluded that this area did provide a Green Belt function and should not be allocated for development. However, in the context of a housing shortfall now being identified, it is appropriate to review this site at the top of the search sequence and identified in the Structure Plan, and compare it with other potential alternative sites.</p> <p><i>To maintain and enhance the quality of Cambridge's setting –</i> development would clearly have an impact on the setting of Cambridge. The broad location of development proposed by the objector would help to minimise the impact on setting. However, the site does not follow any definable features on the ground along its north west boundary. The objector's proposal to remove all land between the northern boundary of the site and the A14 from the Green Belt and returning it to the Green Belt in a later plan review after development is not considered a sound approach. Any land not allocated for development must remain in the Green Belt in order to ensure that an adequate, open countryside setting to Cambridge is retained consistent with this purpose of the Green Belt.</p> <p><i>Prevent communities in the environs of Cambridge merging into one another and with the City –</i> the strategic gap proposed between the development and Girton village, would ensure that there is physical separation between Cambridge and the necklace village of Girton, albeit of a limited width. The landscaping and uses within this part of the Green Belt would also need to ensure no visual merging of the settlements, and care would need to be taken with urban features such as fencing and floodlighting. It would also link down to Huntingdon Road and to the Green Belt south of the road continuing through the NWCAAP area. This is a key purpose of the Green Belt and this area should remain within the Green Belt as currently designated. The site footprint also includes land to the north of existing development fronting onto Histon Road, and would therefore reduce the limited remaining gap with Histon &amp; Impington, another necklace village. The separation with Histon/Impington is perceived by virtue of the countryside character north and south of the A14, particularly south west of the Histon junction and any reduction to this open frontage would not be consistent with Green Belt purposes.</p>
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<p><b>Road capacity and access</b></p>	<p>The NW Cambridge Transport Study, covering the whole of the NW quadrant of Cambridge, included a sensitivity test for 1000 dwellings on the objection site. It concluded that this level of development can be adequately accessed and accommodated within the strategic and local highway network once the A14 improvement scheme and Cambridge Guided Busway are completed. The Highways Agency has advised that as part of more detailed transport assessments in relation to the planning application for the adjoining land in Cambridge City this conclusion has been confirmed.</p> <p>The Highways Agency has advised that due to capacity issues on the A14 and in particular the part of the A14 between Girton and Milton interchanges, development should be restricted before the A14 improvements are open. The Agency has indicated in negotiations on a current planning application with Cambridge City Council for adjoining land, that the City site (for a total of 1,780 dwellings) is likely to be able to come forward ahead of the A14 improvements being completed including some allowance for smarter or softer measures aimed at reducing the need to travel from both the development and existing parts of NW Cambridge in order to create an amount of headroom on the A14. The Highways Agency's initial view is that it is therefore very unlikely that development could take place on the South Cambs site ahead of completion of the A14 improvements. The section of the A14 improvements needed for the NIAB site to be developed is between the Girton and Milton junctions.</p> <p>The Highways Agency advises that the other issue that will need to be addressed is the impact and implications of construction traffic upon the A14. This will also need to be considered alongside development related trips. Whilst there may be potential for construction to be taking place on the site whilst the A14 improvements are under construction but with occupation limited until the improved A14 is open to traffic, the impact of any construction traffic and restrictions on hours of operation on residential amenity for existing residents must be fully explored.</p> <p>The timing of the completion of the A14 improvements is therefore crucial to delivery on this site (see Deliverable completions by 2016 section below).</p> <p>The County Council comments that the capacity of the road network in Cambridge is severely constrained and the ability of any radial route into the city to take additional traffic, particularly in the peak hours, is limited.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>The objection site includes a significant area of countryside outside the area proposed for development and there is therefore significant potential for countryside access. In addition, the objector owns a private bridge over the A14 that provides access to the wider countryside beyond which could provide valuable further countryside access opportunities.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>There are no fundamental constraints to development on the site, assuming that the A14 improvements are implemented. However, the timing of the A14 improvements are crucial to the timing of the development.</p>

<p><b>Deliverable completions by 2016</b></p>	<p>There are 2 main factors affecting timing of development:</p> <p><b><u>Truck road capacity</u></b></p> <p>It is unlikely that there will be any capacity in the A14 that could be utilised by the objection site ahead of the A14 improvement scheme being opened, because any limited capacity will be used by the adjacent City allocation, and there is currently no evidence to demonstrate that further development could be achieved. Therefore the timing of the completion of the improvements is crucial to the contribution the site could make towards meeting the housing shortfall. The Highways Agency advised the examination that completion of the improvements was not programmed until 2015 and phasing was not known at that time. Work on the scheme is progressing and discussions have been ongoing with the Highways Agency to explore in detail whether the completion date can be any earlier for the key section of the A14. The HA, with its consultants, has carried out work to optimise the phasing of the A14 improvements as a whole to first facilitate the development of Northstowe and then to maximise capacity to the north of Cambridge as early as possible ahead of 2016. The programme is for section between Fen Drayton and Histon to start construction beginning 2011 and completing end of 2013 (3 years). This therefore provides the section between Girton and Histon junctions. As at August 2008, there are 2 potential scenarios on the phasing of the section between Histon and Fen Ditton (including the Histon to Milton section):</p> <ol style="list-style-type: none"> <li>1. Construction in parallel with the Fen Drayton to Histon section starting beginning of 2011 and completing end 2012 (18 months)</li> <li>2. Construction started after Fen Drayton to Histon section completed starting beginning of 2014 and completing mid 2015 (18 months)</li> </ol> <p>The Highways Agency is undertaking assessment of these two options including the issues of length of construction time, financial issues, and the acceptability of physical length of construction works with both under construction at the same time. It is anticipated that a decision is likely to be made by the end of the year and can therefore be taken into account before the final decision on the Council's preferred sites is made. The two scenarios are therefore that there is either 2 years 3 months potential build time by 2016 or 9 months build time.</p> <p>Relationship with phasing of adjoining development in Cambridge City</p> <p>The objector advised the examination that all dwellings could be delivered alongside the implementation of the City allocation. The Council's position to the examination was that on very large sites such as Northstowe more than one part of the site could be delivered at once and the Inspectors concluded 650 dpa was a reasonable assumption for that very large scale of development. Development of the objection site together with the City allocation would be almost</p>
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	<p>3000 dwellings. If the objector's advice to the examination is sound then potentially the whole site could be delivered during the plan period.</p> <p><b><u>Completions by 2016</u></b></p> <p>Taking account of the objector's proposed trajectory which assumed 350 dwellings per annum (approx 30 per month) and the 2 options for completion of the relevant section of the A14 improvements, the site could deliver either 270 dwellings or 810 dwellings by end March 2016.</p>
<p><b>Section C conclusion:</b></p>	<p>There are a number of technical issues that need to be addressed through supporting studies, eg. archaeology and land contamination. This sector of Cambridge is identified in the Structure Plan as a location for development, subject to impact on the Green Belt. Whilst there would be impact on Green Belt purposes, these must be considered in the context of a need for new housing allocations to make up the shortfall and the priority on land on the edge of Cambridge set out in the Core Strategy. However, a crucial issue is the role that this site could perform to help meet the shortfall in view of the significant transport constraints identified by the Highways Agency. Whilst the Council or the examination Inspectors could reach a view that the overall benefits in the long term of locating development on the edge of Cambridge outweigh a short term worsening of congestion on the A14, any such decision must have regard to the option available to the Highways Agency to put a formal Direction on the Council that planning permission should not be granted if it considers the impacts on the trunk road network to be unacceptable. The site must be considered on the basis of the 2 distinct levels of development that could be achieved by 2016, but the final decision by the Council should be able to be informed by the Highways Agency who by that time are anticipated to have made a decision whether part of the relevant section can be constructed in parallel with or following on from the first phase of works.</p>

<p><b>Site Assessment Conclusion</b></p>	
<p>This site is located at the top of the search sequence in a location identified in the Structure Plan for development. Whilst there would be an impact on Green Belt purposes, this could be mitigated to some degree through the scale and footprint of any development and the landscaping and design of the development. However, the site footprint proposed by the objector includes a larger footprint extending closer to the A14 both to the NW part of the footprint and along the Histon Road, reducing the gap with Histon &amp; Impington. The impact needs to be balanced with the sustainability merits of the site both in terms of its proximity to Cambridge and the opportunity to use sustainable forms of transport; walking, cycling and public transport, as well as the scale of the site which enables the local provision of new services and facilities either within the site or in the adjacent new developments in Cambridge City or south of Huntingdon Road. The overall merits of the site also need to be weighed against the assessments of alternative site options, particularly those located further down the search sequence and further away from Cambridge.</p>	



Objection Site



Area for development as indicated on objector's Masterplan

1:10,000 @ A4



## Site 5 - Land between Huntingdon Road, Histon Road and the A14 (Objection Site)

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<b>Site Number</b>	6				
<b>Location</b>	Edge of Cambridge				
<b>Site Name / Address</b>	Land between Huntingdon Road, Histon Road and the A14, North West Cambridge (SCDC's revision to development area)				
<b>Objector [ref no]</b>	David Wilson Estates [3052]	<b>Rep No.</b>	12329 (GB/1) 12320 (SP/13)	<b>Objection site ref</b>	1 (06.07)
<b>Objector's Proposal (as modified by the Council)</b>	<p>During the consideration of this site at the examination, the Inspectors asked the Council's officers to provide the site boundary that they would suggest to the Inspectors if they were minded to allocate the site for development. The Council's officers suggested a more limited site footprint than that proposed by the objectors that followed features on the ground where possible and also ensured a buffer was maintained with the AQMA. It ensured separation with Girton and with Histon &amp; Impington and retained the remainder of the objection site within the Green Belt in view of the role that the area provides in respect of Green Belt purposes. The alternative site put forward to the Inspectors has also been assessed.</p>				
<b>Site Size</b>	24.8 ha.				
<b>Housing Capacity</b>	<p>The revision put forward by the Council's officers would provide capacity for 920 dwellings, having regard to issues of Green Belt purposes and air quality, with numbers capable of being delivered by 2016 being subject to timing of A14 improvements between Girton and Milton and phasing with City allocation.</p>				
<b>Site Description</b>	<p>The duly made objection site covers a large area of open agricultural land bounded by the district boundary, Girton village and the A14. However, during the examination, the objector has clarified that it wishes to develop part of the site adjacent to the district boundary, retaining green separation between development and Girton, and with the western part of the site and land close to the A14 remaining open countryside. A public footpath runs along the district boundary. A private agricultural road runs through the objection site and links with land to the north of the A14 via an overbridge. There is a strong hedgeline running through the site along the southern edge of the area proposed for development by the objector. A drainage ditch runs broadly parallel with the NW boundary of the area proposed for development, within the development area. The northern part of the area close to the A14 has a more enclosed character of farm buildings and paddocks with more trees and tree groups.</p>				
<b>Site Context</b>	<p>The area adjoins open land in Cambridge City allocated for a new urban extension of 1780 dwellings with local centre and public transport route running through the site between Huntingdon Road and Histon Road. It also adjoins the built up area of Girton village. The A14 trunk road forms the northern boundary of the area.</p>				
<b>Stage in development sequence</b>	Edge of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	Yes				

<b>Allocated for housing in an existing plan?</b>	No
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<b>Tier 1</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Green Belt</b>	Yes		<b>Flood Risk</b>	No	Strategic Flood Risk Assessment identifies risk local to NIAB drainage ditch which forms boundary of proposed development area. Would require mitigation.
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	
<b>Historic Park &amp; Garden</b>	No		<b>Suitable scale for housing allocation</b>	Yes	
<b>Could site form an extension to an existing settlement?</b>	Yes, as an addition to the site allocated in the Cambridge Local Plan for a housing led development.				
<b>Tier 1 conclusion:</b>	Whilst currently in the Green Belt, the sites lies in a location identified in the Structure Plan where land could be deleted from the Green Belt and allocated for residential development. The impact on the purposes of the Green Belt will be a material consideration in assessing the suitability of the site for development, but does not forms a fundamental constraint to development on the site. There are no other fundamental constraints to development.				
<b>Does the site warrant further assessment?</b>	Yes				

<b>Tier 2</b>
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<b>Section A</b>
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<b>Sustainability ranking of settlement</b>	2nd
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<b>Accessibility to local employment (ratio jobs to workers)</b>	Site would form an urban extension to Cambridge and would have good access to a wide variety of employment opportunities, consistent with the strategy to provide more homes focused on Cambridge to improve the jobs:workers balance.
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<b>Accessibility to Key Cambridge Locations</b>		
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<b>Science Park</b>	<b>City Centre</b>	<b>Addenbrookes</b>
3 km	3.5 km	7.5 km

<b>Accessibility to Key Services</b>				
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	<b>As the Crow Flies</b>		<b>Actual Walking Distance</b>	
	<b>Nearest Point</b>	<b>Furthest Point</b>	<b>Nearest Point</b>	<b>Furthest Point</b>
<b>Supermarket / Food Shop</b>	840m	1,270m	1,530m	2,240m
<b>Primary School</b>	530m	1,220m	690m	1,400m
<b>Secondary School</b>	1,590m	2,150m	1,,960m	2,665m
<b>Post Office</b>	1,010m	1,220m	1,595m	2,300m
<b>Doctor's Surgery / Medical Centre</b>	940m	1,520m	1,695m	2,400m
<b>Existing Public Outdoor Sport</b>	310m	960m	825m	1,530m
<b>Existing Children's Formal Playspace</b>	550m	1,210m	840m	1,660m

<p><b>Education Requirements or Potential for Additional Provision</b></p>	<p>The County Council has advised the examination that a new primary school will be required to serve the development. It has also advised that a new secondary school is needed to serve planned development in the north west quadrant of Cambridge, including land between Huntingdon Road and Madingley Road allocated in the Submission Draft North West Cambridge Area Action Plan. The County Council proposes that this need is met in the Huntingdon Road / Histon Road sector. It has objected to the planning application before Cambridge City Council for the adjacent allocated site on the basis that it does not include provision of a secondary school, but has also supported the objection site before the South Cambridgeshire examination to the extent that it is seeking land to be released from the Green Belt to provide a secondary school. Either option would make the necessary provision for secondary education to serve the objection site.</p>			
<p><b>Potential for Additional Services or Facilities</b></p>	<p>The scale of development is such that it has potential to contribute towards new local services and facilities to serve the site. It may be that these would be better located at the proposed new local centre in the adjacent City allocation through financial contributions.</p>			
<p><b>Accessibility to Public Transport</b></p>				
	<p><b>As the Crow Flies</b></p>		<p><b>Actual Walking Distance</b></p>	
	<p><b>Nearest Point</b></p>	<p><b>Furthest Point</b></p>	<p><b>Nearest Point</b></p>	<p><b>Furthest Point</b></p>
<p><b>Distance to nearest Bus Stop</b></p>	<p>0m (adj.)</p>	<p>900m</p>	<p>0m (adj.)</p>	<p>1030m</p>
<p><b>Quality of Public Transport</b></p>	<p>High Quality. Mon-Fri every 10 mins between 7.40am - 6.22pm, hourly service in the evening. Sat every 10 mins between 7.40am - 6.00pm, hourly service on Sundays between 9.52pm - 11.13pm.</p>			
<p><b>Existing Public Transport Summary</b></p>	<p>In terms of Citi bus services, Huntingdon Road is served by the Citi5 and Citi6 bus services at a combined frequency of 6 buses an hour whilst Histon Road is served by the Citi7 bus service at a frequency of 6 buses an hour. These bus services would only be a viable option for those residents living within 400m of Huntingdon/Histon Road.</p>			
<p><b>Existing Cycling Infrastructure</b></p>	<p>Subject to securing direct and convenient links to both existing cycling infrastructure and infrastructure that would come forward as part of the NIAB city application this site would be reasonably well connected to the wider Cambridge cycle network.</p>			

<p><b>Potential for Transport Improvements</b></p>	<p>The objector is also the developer of the adjacent allocated site in Cambridge City, and as part of a current planning application proposes a bus priority route through that development linking Huntingdon Road and Histon Road. The objector advised the examination that the proposed bus route could either link into the objection site or be rerouted through the objection site to provide good access to public transport for both sites. The level of service on that route is yet to be determined, but it is understood that negotiations so far on the City allocation are suggesting that good quality public transport provision could be secured from the site along Huntingdon Road into the city, with a 15 minute service at peak times.</p> <p>The addition of this objection site would strengthen whatever public transport provision is secured for the City allocation and could potentially result in a 10 minute service being viable from the NIAB sites.</p> <p>There is potential for further bus priority measures to be implemented along Huntingdon Road; one such scheme is included in the County Council's TIF proposals and another potential scheme is included in the Transport Assessment for the city allocation. Therefore the developer for this objection site would be expected to contribute towards or fund such a scheme if this site came forwards in order to ensure public transport is maximised and sufficiently encouraged from this site.</p>
<p><b>Likelihood of achieving high share of sustainable modes</b></p>	<p>The NW Cambridge Transport Study anticipated that a relatively high share of sustainable modes could be achieved by developments in this area, with potentially less than 40% of trips by private car.</p>
<p><b>Section A conclusion:</b></p>	<p>The site is in a sustainable location on the edge of Cambridge. It has the benefit of helping improve the balance between jobs and workers in Cambridge. Whilst existing services and facilities and public transport nodes are some distance, this reflects the fact that this would form an urban extension to Cambridge together with an adjacent site in Cambridge City. The City site would bring forward significant improvements to both services and facilities and public transport close to the site and could be further enhanced either by additional services and facilities located within the objection site or by financial contributions towards provision on the City site.</p>

<b>Section B</b>					
<b>Development Plan</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Within Village Framework?</b>	No	Objection site as a whole adjoins City framework and Girton village framework. Proposed development area adjoins City.	<b>Allocated for another use in the LDF?</b>	No	Submitted Site Specific Policies DPD had policy for Countryside Enhancement Area covering area.
<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	Yes	Lordsbridge 2 – consultation on telecommunication and microwave operation proposals
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No				
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No	Opposite. (Allotments on east side of Cambridge Road lie opposite a small part of the site)			
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	No				
<b>Public Rights of Way Crossing the Site</b>	Yes	Public Right of Way along edge of site, on district boundary. Also south of site linking to Girton village.			
<b>Public Rights of Way leading from the site</b>	No				

<b>Non Statutory Archaeological Site</b>	Yes	The site lies in an area of high archaeological potential. Cropmarks indicate the location of probably late prehistoric or Roman settlement in the area. We would not object to the allocation of this site for development. However, we would recommend that Environmental Impact Assessment should include assessment of the potential impact of development on archaeology and appropriate mitigation strategies included to ensure the preservation of archaeological remains by record or in situ as appropriate.
<b>Previously Developed Land</b>	No	
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 2 & 3, small part of 7
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	Groundwater levels in the area are high and the Environment Agency has advised that this could impact on functioning of infiltration systems as part of a Sustainable Drainage System. Monitoring would be required to provide information on groundwater levels. It advises that they have no objection in principle to allocation of the site on surface water drainage grounds. It refers to flooding problems downstream of the site but considers there is no reason why a satisfactory drainage scheme, eg. including balancing ponds in the area to the north of the site, could not be put forward which provides a reduction in flows from the site to address this issue. The Strategic Flood Risk Assessment identifies the drainage ditch forming the NW boundary of the site as subject to flooding a small way into the site. This would need to be mitigated in any development proposal.
<b>Land Contamination</b>	Possible	Adjacent. NIAB agricultural buildings / offices on Whitehouse Lane are present to the West and there are several farms to the North.

<b>Air Quality Issues</b>	Yes	A buffer of 30m is retained between the Air Quality Management Area (AQMA) designated along the A14 and the site. The Council considers this important to ensure that the development has an appropriate air quality and does not require excessive design measures to ensure adequate air quality is achieved and also to ensure that the development does not cause adverse impact on the extent and quality of the AQMA through additional vehicles driving within the area and in particular the emissions created from cold starts within the development. The proposal has the potential to generate a significant amount of extra traffic on the A14 and surrounding distributor roads. Whilst the objector submitted an air quality review as part of its evidence to the examination, this did not take account of the impact of traffic generation from the development and the Council considers that a buffer area is needed between any site and the AQMA to ensure that the air quality objectives are achieved in residential areas. It is anticipated that some traffic generated by the development that will use local roads to enter and exit Cambridge. Given that Cambridge city centre is an AQMA, the impact should be considered.
<b>Noise Issues</b>	Yes	The site is in close proximity to the A14 to the North of site is bounded by the M11 and A14 (likely to be upgraded-closer to site). The objector submitted a noise review and supplementary noise assessment to the examination that indicated that noise was capable of mitigation on the site, although a full traffic noise assessment would need to be provided with any planning application in accordance with PPG 24 and associated guidance. However residential is likely to be acceptable with careful orientation / positioning / design / layout of buildings, noise mitigation /attenuation and noise insulation measures. The Council has made clear to the examination that any noise attenuation measures required should not involve acoustic fences and any earth shaping should be away from the A14 and at the edge of the built development in the area where longer distant views are possible across the site from the A14.
<b>Known Ecological constraints to development</b>	Yes	Whilst the majority of the site comprises arable land considered to be of local ecological value, the site is known to support a number of protected species including badgers, bats, water voles and brown hare. At this stage the main potential issue is the impact that development within the proposed site could have on the local population of badgers. Retention of habitat important for wildlife would be necessary, eg. hedgerows used by bats and ditches used by water voles.
<b>Section B Conclusion</b>		There are no fundamental constraints to development on the objection site. However, there are a number of issues that need to be properly taken into account in the masterplanning and design of any development to ensure that matters such as noise, air quality, drainage and ecology are dealt with sensitively and would not have an unacceptable adverse impact.

<b>Section C</b>	
<b>Planning considerations and Delivery</b>	
<b>Planning History</b>	The Structure Plan identifies land between Huntingdon Road and Histon Road in Policy P9/2c as a location where land is to be removed from the Green Belt for housing led development in accordance with the development sequence. Policy P9/2b makes clear that land should not be removed from the Green Belt where it performs a Green Belt function. The Panel Report comments that there was general agreement that the location between Huntingdon Road and Histon Road has potential for development subject to appropriate green separation. Land has subsequently been removed from the Green Belt in the part of the area lying within Cambridge City. The matter for the SSPDPD is whether any land in South Cambridgeshire should be removed from the Green Belt for development because either it does not perform a Green Belt function or because in the context of a housing shortfall due to changed circumstances since the plan was submitted, land should be removed from the Green Belt for housing development having regard to the development sequence and all reasonable alternatives.
<b>Implications of scale of site for settlement character</b>	The principle of a major urban extension to Cambridge in this location and its impact on the character of Cambridge was considered in the preparation of the Structure Plan. In general terms, the scale of development would not have a harmful impact on the overall character of Cambridge, but would have an impact on the character of Girton by reducing the separation with the city.
<b>Potential to create sustainable mixed development</b>	This is a large site and a mixed use development could be provided with new local services and community facilities to serve the development either within the site or, probably more likely, in the adjacent development in Cambridge City, and part funded by this development, if this proves a more efficient and effective way to provide them, eg. through co-location of facilities. The site has potential to form part of a larger sustainable urban extension to Cambridge.
<b>Relationship to Existing Settlement</b>	The site relates relatively well to the parts of Cambridge to the east, when taken together with the allocated site lying within Cambridge City. However, the site will extend to the north west and effectively wrap around the edge of the part of Girton village south of the A14. Whilst the Green Belt separation between Cambridge and Girton is narrow to the north of Huntingdon Road, this soon opens up into the inverted triangle formed by the objection site, with Cambridge to one side of the triangle and Girton to another with the A14 and open countryside to the north. The wrapping around the corner of the necklace village of Girton by an urban extension to Cambridge would reduce the physical and visual separation. This could be mitigated through careful landscaping but would nevertheless have an impact. The gap with Histon & Impington, another necklace village, would remain unaltered.

<p><b>Impact of development on local character and appearance</b></p>	<p>There are views across this open agricultural area from the A14 towards Cambridge and it provides an open countryside setting to the City and Girton village. Any site would need to ensure that an open green foreground is retained and that open views from the A14 are retained as far as possible. The general area proposed for development by the objector retains a significant part of the triangle between the City, Girton and the A14 as open countryside which helps to retain that setting, although the visual impression from the A14 of Girton and Cambridge as separate settlements with a treed area separating them would be reduced by the extension of development further out from Cambridge in front of Girton such that it would read more as a single built area. The treatment of the NW end of the strategic gap would need very careful landscaping to maximise the impression of separation from the A14. The form and design of any noise attenuation measures will be crucial to the character and appearance of the area and should not involve acoustic fencing which would have an adverse impact on the rural setting. Any earth shaping to provide noise attenuation should be located adjacent to the development in the open parts of the site to protect open views from the A14. This will also help mitigate and soften the new urban edge of the City.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p>It is for the DPD to determine, through the application of saved Structure Plan policy P9/2b for Green Belt release, whether any land in South Cambs can be released from the Green Belt whilst retaining any land important to the purposes of the Green Belt. In the context of preparing the DPD and the land supply available at that time, the Council concluded that this area did provide a Green Belt function and should not be allocated for development. However, in the context of a housing shortfall now being identified, it is appropriate to review this site at the top of the search sequence and identified in the Structure Plan, and compare it with other potential alternative sites.</p> <p><i>To maintain and enhance the quality of Cambridge's setting</i> – development would clearly have an impact on the setting of Cambridge. The broad location of development proposed in the Council's version of the objector's built footprint would help to minimise the impact on setting. Any land not allocated for development must remain in the Green Belt in order to ensure that an adequate, open countryside setting to Cambridge is retained consistent with this purpose of the Green Belt.</p> <p><i>Prevent communities in the environs of Cambridge merging into one another and with the City</i> – the strategic gap proposed between the development and Girton village, would ensure that there is physical separation between Cambridge and the necklace village of Girton, albeit of a limited width. The landscaping and uses within this part of the Green Belt would also need to ensure no visual merging of the settlements, and care would need to be taken with urban features such as fencing and floodlighting. It would also link down to Huntingdon Road and to the Green Belt south of the road continuing through the NWCAAP area. This is a key purpose of the Green Belt and this area should remain within the Green Belt as currently designated. In view of the importance of maintaining separation with</p>

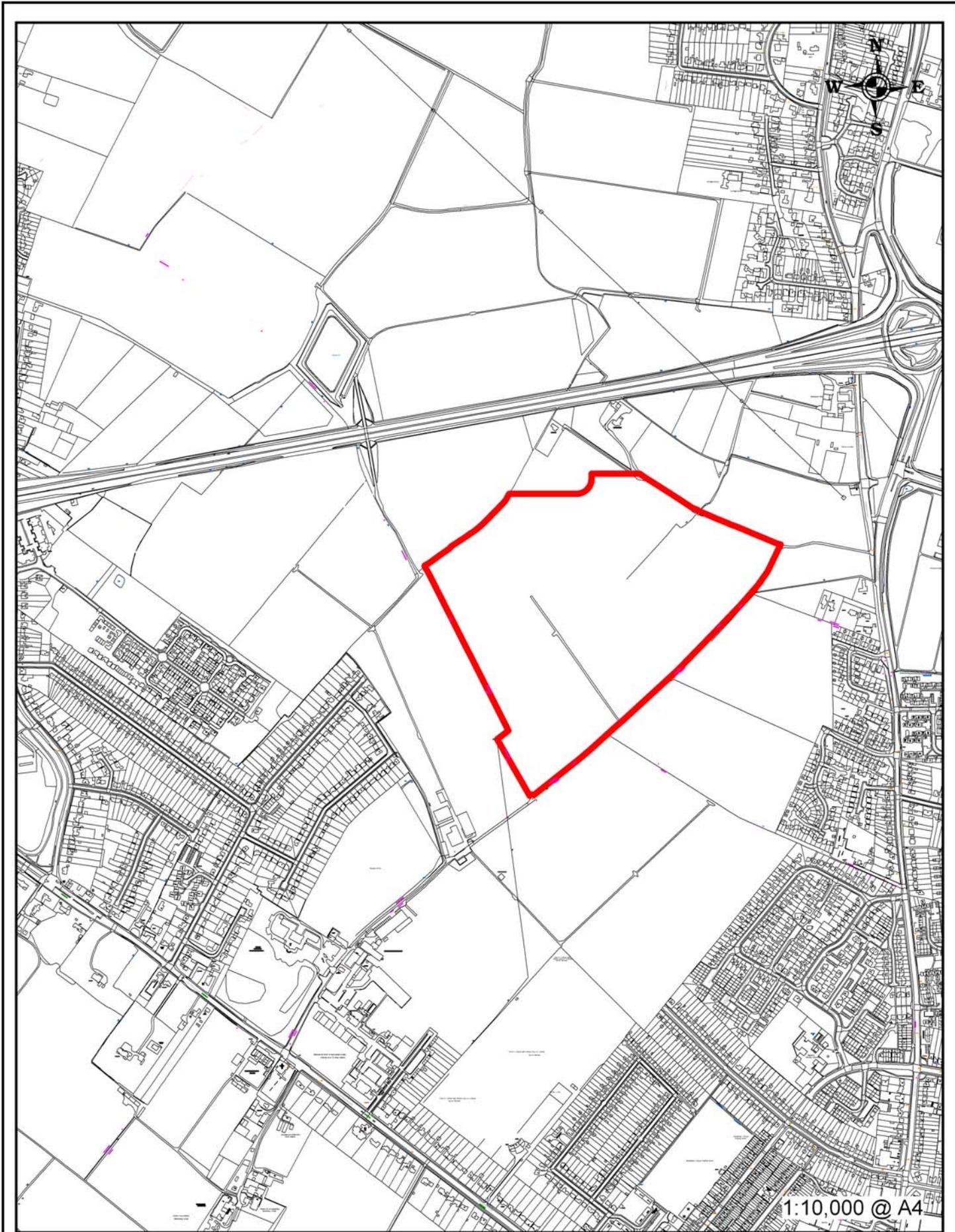
	<p>the necklace villages, the Council's version of the objector's site footprint does not include any land to the north of existing development fronting onto Histon Road, to retain maximum separation with Histon/Impington and particularly the countryside character south west of the Histon junction.</p>
<p><b>Road capacity and access</b></p>	<p>The NW Cambridge Transport Study, covering the whole of the NW quadrant of Cambridge, included a sensitivity test for 1000 dwellings on the objection site. It concluded that this level of development can be adequately accessed and accommodated within the strategic and local highway network once the A14 improvement scheme and Cambridge Guided Busway are completed. The Highways Agency has advised that as part of more detailed transport assessments in relation to the planning application for the adjoining land in Cambridge City this conclusion has been confirmed.</p> <p>The Highways Agency has advised that due to capacity issues on the A14 and in particular the part of the A14 between Girton and Milton interchanges, development should be restricted before the A14 improvements are open. The Agency has indicated in negotiations on a current planning application with Cambridge City Council for adjoining land, that the City site (for a total of 1,780 dwellings) is likely to be able to come forward ahead of the A14 improvements being completed including some allowance for smarter or softer measures aimed at reducing the need to travel from both the development and existing parts of NW Cambridge in order to create an amount of headroom on the A14. The Highways Agency's initial view is that it is therefore very unlikely that development could take place on the South Cambs site ahead of completion of the A14 improvements. The section of the A14 improvements needed for the NIAB site to be developed is between the Girton and Milton junctions.</p> <p>The Highways Agency advises that the other issue that will need to be addressed is the impact and implications of construction traffic upon the A14. This will also need to be considered alongside development related trips. Whilst there may be potential for construction to be taking place on the site whilst the A14 improvements are under construction but with occupation limited until the improved A14 is open to traffic, the impact of any construction traffic and restrictions on hours of operation on residential amenity for existing residents must be fully explored.</p> <p>The timing of the completion of the A14 improvements is therefore crucial to delivery on this site (see Deliverable completions by 2016 section below).</p> <p>The County Council comments that the capacity of the road network in Cambridge is severely constrained and the ability of any radial route into the city to take additional traffic, particularly in the peak hours, is limited.</p>

<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>The objection site includes significant area of countryside outside the area proposed for development and there is therefore significant potential for countryside access. In addition, the objector owns a private bridge over the A14 that provides access to the wider countryside beyond which could provide valuable further countryside access opportunities.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>There are no fundamental constraints to development on the site, assuming that the A14 improvements are implemented. However, the timing of the A14 improvements are crucial to the timing of the development.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>There are 2 main factors affecting timing of development:</p> <p><b><u>Truck road capacity</u></b></p> <p>It is unlikely that there will be any capacity in the A14 that could be utilised by the objection site ahead of the A14 improvement scheme being opened, because any limited capacity will be used by the adjacent City allocation, and there is currently no evidence to demonstrate that further development could be achieved. Therefore the timing of the completion of the improvements is crucial to the contribution the site could make towards meeting the housing shortfall. The Highways Agency advised the examination that completion of the improvements was not programmed until 2015 and phasing was not known at that time. Work on the scheme is progressing and discussions have been ongoing with the Highways Agency to explore in detail whether the completion date can be any earlier for the key section of the A14. The HA, with its consultants, has carried out work to optimise the phasing of the A14 improvements as a whole to first facilitate the development of Northstowe and then to maximise capacity to the north of Cambridge as early as possible ahead of 2016. The programme is for section between Fen Drayton and Histon to start construction beginning 2011 and completing end of 2013 (3 years). This therefore provides the section between Girton and Histon junctions. As at August 2008, there are 2 potential scenarios on the phasing of the section between Histon and Fen Ditton (including the Histon to Milton section):</p> <ol style="list-style-type: none"> <li>3. Construction in parallel with the Fen Drayton to Histon section starting beginning of 2011 and completing end 2012 (18 months)</li> <li>4. Construction started after Fen Drayton to Histon section completed starting beginning of 2014 and completing mid 2015 (18 months)</li> </ol> <p>The Highways Agency is undertaking assessment of these two options including the issues of length of construction time, financial issues, and the acceptability of physical length of construction works with both under construction at the same time. It is anticipated that a decision is likely to be made by the end of the year and can therefore be taken into account before the final decision on the Council's preferred sites is made. The two scenarios are therefore that there is either 2 years 3 months potential build time by 2016 or 9 months build time.</p>

	<p>Relationship with phasing of adjoining development in Cambridge City</p> <p>The objector advised the examination that all dwellings could be delivered alongside the implementation of the City allocation. The Council's position to the examination was that on very large sites such as Northstowe more than one part of the site could be delivered at once and the Inspectors concluded 650 dpa was a reasonable assumption for that very large scale of development. Development of the objection site together with the City allocation would be almost 3000 dwellings. If the objector's advice to the examination is sound then potentially the whole site could be delivered during the plan period.</p> <p><b><u>Completions by 2016</u></b></p> <p>Taking account of the objector's proposed trajectory which assumed 350 dwellings per annum (approx 30 per month) and the 2 options for completion of the relevant section of the A14 improvements, the site could deliver either 270 dwellings or 810 dwellings by end March 2016.</p>
<p><b>Section C conclusion:</b></p>	<p>There are a number of technical issues that need to be addressed through supporting studies, eg. archaeology and land contamination. This sector of Cambridge is identified in the Structure Plan as a location for development, subject to impact on the Green Belt. Whilst there would be impact on Green Belt purposes, these must be considered in the context of a need for new housing allocations to make up the shortfall and the priority on land on the edge of Cambridge set out in the Core Strategy. The Council's version of the objection site has sought to minimise the impact on Green Belt purposes and of noise and air quality. However, a crucial issue is the role that this site could perform to help meet the shortfall in view of the significant transport constraints identified by the Highways Agency. Whilst the Council or the examination Inspectors could reach a view that the overall benefits in the long term of locating development on the edge of Cambridge outweigh a short term worsening of congestion on the A14, any such decision must have regard to the option available to the Highways Agency to put a formal Direction on the Council that planning permission should not be granted if it considers the impacts on the trunk road network to be unacceptable. The site must be considered on the basis of the 2 distinct levels of development that could be achieved by 2016, but the final decision by the Council should be able to be informed by the Highways Agency who by that time are anticipated to have made a decision whether part of the relevant section can be constructed in parallel with or following on from the first phase of works.</p>

### **Site Assessment Conclusion**

This site is located at the top of the search sequence in a location identified in the Structure Plan for development. Whilst there would be an impact on Green Belt purposes, this could be mitigated to a greater degree through the Council's version of the development footprint and the landscaping and design of the development. The impact needs to be balanced with the sustainability merits of the site both in terms of its proximity to Cambridge and the opportunity to use sustainable forms of transport; walking, cycling and public transport, as well as the scale of the site which enables the local provision of new services and facilities either within the site or in the adjacent new developments in Cambridge City or south of Huntingdon Road. The overall merits of the site also need to be weighed against the assessments of alternative site options, particularly those located further down the search sequence and further away from Cambridge.



1:10,000 @ A4



## Site 6 - Land between Huntingdon Road, Histon Road and the A14 (South Cambs Revision)

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Section 5  
Detailed Site Assessments  
Site Number 6, Edge of Cambridge  
Land between Huntingdon Road, Histon Road and the A14, North West Cambridge  
(SCDC's revision to development area)