

<b>Site Number</b>	7				
<b>Location</b>	Edge of Cambridge				
<b>Site Name / Address</b>	Land North of Barton Road				
<b>Objector [ref no]</b>	Ashwell (Barton Road) Limited (Mr Martin Friend) [4271]	<b>Rep No.</b>	12858	<b>Objection site ref</b>	3 (06.07)
<b>Objector's Proposal</b>	Housing.				
<b>Site Size</b>	13.6 ha. Full objection site: 99.4 ha. Development area: 12.4 ha.				
<b>Housing Capacity</b>	The objector proposes 400 dwellings within South Cambridgeshire. This would be part of a wider development together with 500 dwellings in Cambridge City. However, a significant part of the site is within flood zone 2 and 3, the area available for development is 4.9ha and could therefore accommodate 150-200 dwellings depending on the appropriate density (30-40 dph).				
<b>Site Description</b>	The duly made objection site covers a large area of agricultural land bounded by the M11, A603 Barton Road, and the district boundary. However, during the examination, the objector has clarified that it wishes to develop the part of the site close to the edge of Cambridge, adjacent to the district boundary and west as far as Laundry Farm. This comprises an area of small agricultural fields with a small area of farm buildings at the western end of the Barton Road frontage. The site proposed for development in South Cambridgeshire does not adjoin the built up area of Cambridge apart from a very narrow tongue of land fronting Barton Road which lies within the floodplain of the Bourn Brook.				
<b>Site Context</b>	The area is part of a larger area of land (including land within the administrative area of Cambridge City Council) which was promoted for the development of a further 500 dwellings through the City Local Plan. The allocation was rejected and the City Local Plan has been adopted. The Objector challenged the Plan in the High Court. That challenge was dismissed. The Objector was given leave to appeal. The appeal has been heard and the final decision is awaited. Whatever the decision, this site should be assessed on the basis of the South Cambs land alone.				
<b>Stage in development sequence</b>	Edge of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

<b>Tier 1</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Green Belt</b>	Yes	Identified in the LDA "Cambridge Green Belt Study" as part of an area of landscape to the west of Cambridge which is essential to the special character of Cambridge where there is no scope for development (Area 4 on page 81).	<b>Flood Risk</b>	Yes	Approximately 65% of the site lies within Zones 2 and 3. The Zone 3 land broadly follows the line of the Bin Brook watercourse alongside Barton Road.
<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>	This is a matter of interpretation. The objection site within South Cambridgeshire's boundaries only adjoins the built up area of the city via a very narrow area at the most eastern point. However, that part of the site is in the floodplain and the part of the site where development could potentially take place does not physically adjoin the built up area of Cambridge.				
<b>Tier 1 conclusion:</b>	The site is within the Green Belt and has not been identified as a location for review in the Structure Plan. Identified in the LDA "Cambridge Green Belt Study" as part of an area of landscape to the west of Cambridge which is essential to the special character of Cambridge where there is no scope for development. A large part of the site proposed for development is within flood zones 2 and 3, and the area lying in zone 1 is 4.9ha which could accommodate a scale of development suitable for a housing allocation in the range 150-200 dwellings depending on the appropriate density (30-40 dph). The objector proposes 400 dwellings on the site. The part of the site in zone 1 is entirely detached from the built up area of Cambridge and would only form a physical extension to Cambridge if taken together with adjoining land in Cambridge City, on which there is no certainty of development.				

<b>Does the site warrant further assessment?</b>	Yes. This is specifically in the context that it is an objection site at the top of the search sequence where even though it would not provide a continuous built development joined to Cambridge, it is so close to the built up area that a thorough assessment of all the issues affecting the site and sustainability appraisal should be undertaken to assist the Council and the Inspectors in reaching their conclusions.
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<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 isolated development close to Cambridge and would have good access to a wide variety of employment opportunities by walking and cycling but less so by public transport, 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>
7.5 km	3 km	5.5 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>	3,220m	4,650m	4,675m	6,315m
<b>Primary School</b>	1,270m	2,040m	1,390m	3,045m
<b>Secondary School</b>	2,430m	3,800m	3,230m	4,885m

<b>Post Office</b>	900m	2,040m	1,160m	2,820m
<b>Doctor's Surgery / Medical Centre</b>	1,130m	2,500m	1,785m	3,440m
<b>Existing Public Outdoor Sport</b>	565m	2,220m	210m	1,530m
<b>Existing Children's Formal Playspace</b>	1,380m	2,810m	1,455m	3,100m
<b>Education Requirements or Potential for Additional Provision</b>	There is currently insufficient capacity for additional pupils in existing primary schools. Therefore new primary school places would be required. Secondary School provision would require additional capacity.			
<b>Potential for Additional Services or Facilities</b>	The objector proposes a development of 400 dwellings in South Cambridgeshire. The existence of flood plain on the southern part of the site suggests 150-200 dwellings would be more appropriate. Located so close to the built-up area of Cambridge, this level of development is unlikely to generate sufficient demand for additional services and facilities.			
<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>	90m	1620m	90m	1750m
<b>Quality of Public Transport</b>	Limited service (Bus no. 18/18A) - Mon-Sat 2/3 early services before 8.20am then hourly to 7.30pm. No service on Sunday			
<b>Existing Public Transport Summary</b>	1 bus service an hour runs adjacent to the site into the city centre.			
<b>Existing Cycling Infrastructure</b>	Adjacent to the site is an off-road cycleway which leads into the city centre and the city cycle network.			
<b>Potential for Transport Improvements</b>	Given the level of planned housing here (maximum 400 dwellings) the most frequent bus service that could possibly be supported from the site is likely to be 2 buses an hour, i.e. 30 minute frequency. This is on the basis that the Arbury Park development also has 900 dwellings and is served directly by 3 buses an hour (Citi4 service). It would be difficult to achieve any degree of bus priority from the site into the city centre, however once buses reach Silver Street they could benefit from the priority given to buses there. Given there is already an off-road cycle route running along Barton Road into Newnham and the city centre, this route could potentially be enhanced to improve the route for cyclists.			

<b>Likelihood of achieving high share of sustainable modes</b>	If this site followed the pattern of the district/city wards within which it lies then a car driver mode share of between 27-56% could be expected. If the site could support its own bus service then a car driver mode share closer to 27% could be expected. However, if the site can not support its own bus service then a car driver mode share closer to 56%, or above, could be expected given that the site is both physically and physiologically separate from the built-up area of the City.
<b>Section A conclusion:</b>	The site is located on the edge of Cambridge, geographically within close proximity to a number of key destinations which are within either acceptable maximum walk or cycle distances. There is an issue with congestion and capacity of Barton Road city-bound in the AM Peak. Without any obvious opportunities for bus priority into the City bus services will also become caught in congestion significantly reducing reliability and attractiveness and extending journey times. Given the location of the site close to the M11, travel to sites such as Addenbrookes and the Science Park would be likely to be more attractive to be made by car. There is unlikely to be opportunity to improve the bus service sufficient to achieve High Quality Public Transport and therefore a density of 30 dph would be appropriate using the Council's normal approach. On that basis the site capacity outside Flood Zones 2 and 3 would be 150 dwellings.

<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	Close to city edge	<b>Allocated for another use in the LDF?</b>	No	
<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>	Yes	Paths alongside the site from Barton Road over M11. Path along District boundary.
<b>Public Rights of Way leading from the site</b>	Yes	Footpath to Coton
<b>Non Statutory Archaeological Site</b>	No	
<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>	Yes	There are existing flooding issues in Gough Way that would need to be addressed by any development scheme. 65% of the sites itself lies within Flood Zones 2 and 3, the development of which would be inconsistent with the sequential test required by PPS25.
<b>Land Contamination</b>	Yes	Laundry Farm and associated land are present on the site. Due to such use contaminated land is a material consideration that will require investigation and remedial as necessary so that land is suitable for use in accordance with PPS23 and associated British Standards / guidance. Any proposed application should be accompanied by a contaminated land assessment. It is likely that this issue could be addressed satisfactorily by condition or similar.

<b>Air Quality Issues</b>	Yes	This site adjoins the M11 and a major route into and out of Cambridge. Given that the site potentially has space for 900 dwellings, it can be assumed that a significant amount of extra traffic may be generated during the operational phase of the development. The site is close to two AQMAs – Cambridge City Councils’ AQMA in Cambridge city centre and South Cambridgeshire District Councils’ AQMA on the A14 to the north. Given both the proximity of this site to the AQMAs and the potential size of the development, South Cambridgeshire District Council will require a full and detailed air quality assessment, the content of which should be agreed with the Council prior to being carried out. The effect on air quality in the AQMAs could be a significant issue with regards to this site.
<b>Noise Issues</b>	No	The south of the site is bounded by Barton Road. Traffic noise and possible noise from Laundry Farm and the Animal Breeding Centre will need assessment 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.
<b>Known Ecological constraints to development</b>	Yes	The part of the site proposed for development in the representor’s masterplan comprises mainly arable land and semi-improved grassland. A phase 1 habitat survey carried out in 2004 noted that otters, water voles, badgers, foxes, deer, and a variety of birds use the site. It is also suitable for bats and reptiles. The Barton Road frontage contains a number of broad-leaved trees, and the remnants of an orchard. There are also a number of hedgerows, including the one that follows the District boundary and broadens into a tree belt. There are a number of wet ditches present, including the Bin Brook which runs along the Barton Road frontage, noted to be of high value due to the presence of water voles. The phase 1 study recommends retention of the semi-improved grassland and orchards, and to retain and enhance ditch habitat. If the site were allocated for development an updated survey would be required.
<b>Section B Conclusion</b>		There are fundamental constraints to development of the objector’s proposed area for development. The site is located in part of the Cambridge Green Belt where there is no strategic case for review. 65% of the site lies within Flood Zones 2 and 3 - the range of sites included in this overall assessment demonstrates that taking the sequential approach required by PPS25 there are alternative sites which can be developed. Avoiding development of either or both the Zone 2 and Zone 3 land creates a small free-standing site of 150 dwellings in the countryside unconnected to the built-up area of the City.

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	Part of the land has planning permission for use as College playing fields.
<b>Implications of scale of site for settlement character</b>	The scale of development would have no significant impact on the character of Cambridge as a whole but would have an impact on the Green Belt setting of Cambridge.
<b>Potential to create sustainable mixed development</b>	This is a small site which has a poor relationship with nearby development in Cambridge. A development of 400 dwellings over the whole site requires development in Flood Zones 2 and 3. This would generate a population of approximately 1,000 people. Sufficient for a small primary school and possibly a local shop albeit that adjoining areas of Cambridge do not. However, more realistically, development of the land outside Flood Zones 2 and 3 would be likely to provide approximately 150 dwellings or 360 people which would not be likely to support any local facilities.
<b>Relationship to Existing Settlement</b>	The site has a poor relationship with Cambridge being in effect a 'right angled triangle' shape which is joined to Cambridge by the tip of one of its points. The northern part of the site outside Flood zones 2 and 3 does not physically joint the built area of Cambridge. The nearest development in Cambridge at Gough Way 'turns its back' on the countryside and presents no opportunities for integrating development of this site.
<b>Impact of development on local character and appearance</b>	Existing trees and hedgerows provide some scope to mitigate the impact of development, particularly during the summer months. However, residential development would appear incongruous and would be particularly conspicuous from the cyclepath alongside Barton Road.
<b>Impact on purposes of the Green Belt</b>	<i>To maintain and enhance the quality of Cambridge's setting</i> – The site lies within the general sweep of open land on the western side of Cambridge. Views from the west are afforded over this area to the skyline of Cambridge in which can be seen some of Cambridge's quintessential landmark buildings including Kings College Chapel and the University Library. Whilst the site is small in size development would nevertheless have an impact on this important part of the setting of the City. The Cambridge Green Belt Study prepared for South Cambridgeshire District Council in 2002 and which was influential in the finalisation of the Cambridgeshire Structure Plan's policies for changes to the Green Belt identified the land including this site as "supportive landscape" which supports the character of the historic core and areas distinctive townscape/landscape providing the backdrop and ambience which bolster the sense of place of the city and its approaches. The authors of the report concluded that the land was part of a wider area of landscape to the west of Cambridge which is essential to the special character of Cambridge where there is no scope for development. A subsequent Inner Green Belt Study for Cambridge City Council also dated 2002 identified land within the hedgerows and treed part of the site as part of a small pocket of land to have 'medium significance' to the purposes of the Cambridge Green Belt. That report did not inform the Structure Plan proposals



for Green Belt changes as did the LDA report for South Cambridgeshire.

The City Local Plan Inspector who considered objections in 2006 on that part of the objectors land within the City administrative area had both of these studies and concluded:

“This area of Cambridge is not one of those identified in Structure Plan Policy P 9/2 c for housing and mixed use development, and where local planning authorities are required to carry out a review of the Green Belt. Studies of the wider Green Belt west of the City have identified little scope for change if the purposes of this part of the Green Belt are to be maintained, a conclusion endorsed by the Structure Plan EIP panel in considering a proposal for development in this location of a far larger scale than proposed now.

The Council's own more detailed review of the inner Green Belt boundaries identifies a smaller area including this omission site as having only a medium importance to the setting of the City and a medium importance to the Green Belt itself. However, it did not recommend removing the area from the Green Belt. I agree with the Council that development on the omission site would have at least a medium effect on the Green Belt, as it would have a detrimental impact on views of the City Centre from rising ground to the west. I also note that the objection would result, for the present at least, in a boundary that is not defined on the ground.“

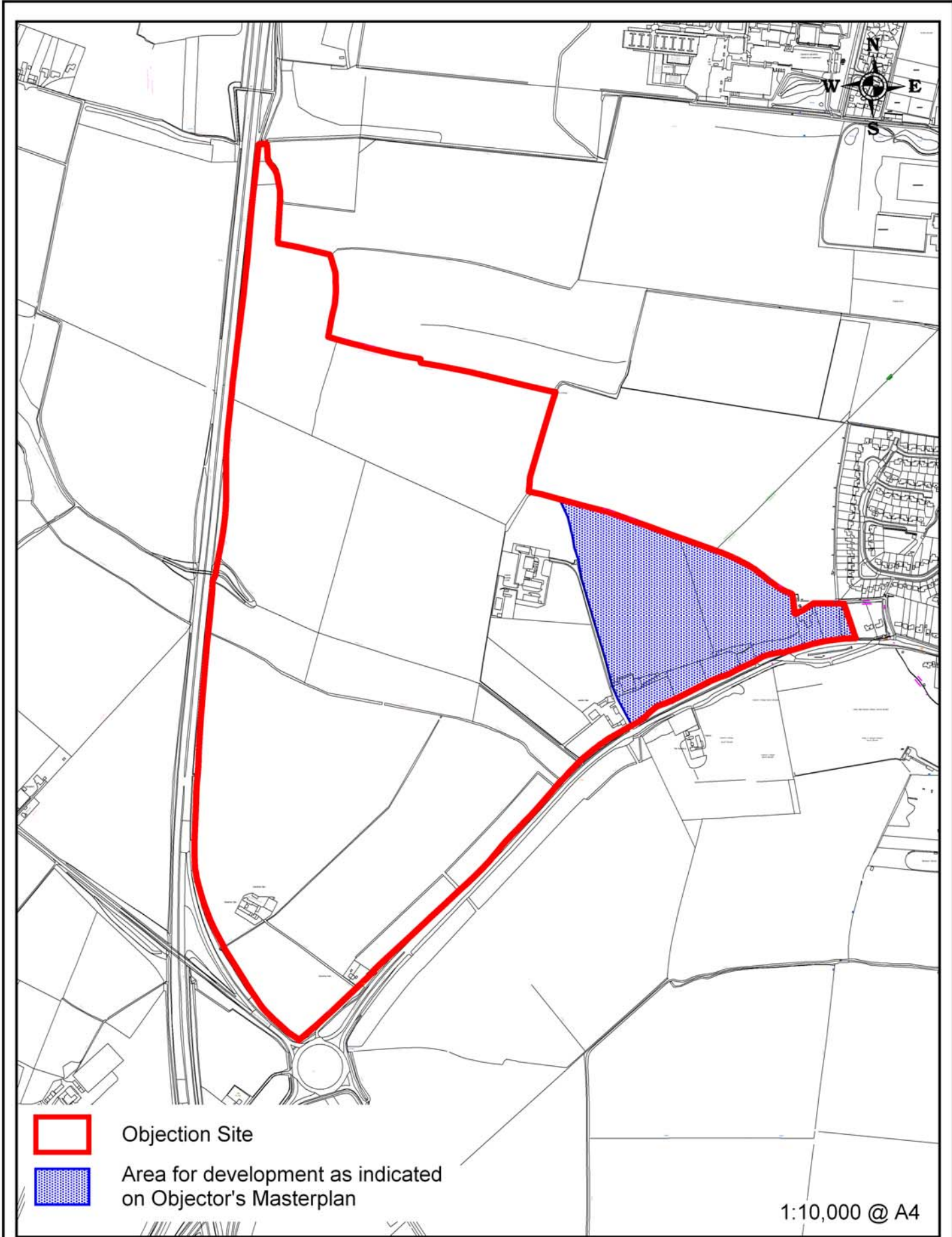
The objectors have sought to argue to the current examination that this impact will be mitigated by the existing hedges and tress on and in the vicinity of the site. However, the Council considers there would be a significant impact on the setting of Cambridge.

*Prevent communities in the environs of Cambridge merging into one another and with the City – development of the site would not result in any coalescence with nearby villages.*

<p><b>Road capacity and access</b></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>Particular highways issues that would have to be addressed if this development came forward would be the potential impact of the development upon junction 12 of the M11 and a number of critical junctions closer to the city centre: A603/Grange Road, A603/Newnham Road, Newnham Road/Fen Causeway, Newnham Road/Silver Street/Sidgwick Avenue, Fen Causeway/Trumpington Street, Trumpington Street/Lensfield Road and Lensfield Road/Regent Street/Gonville Place/Hills Road junctions.</p> <p>The Highways Agency has commented that the development of the South Cambs area, immediately adjacent to the M11, without the proposed area within the City Council's boundaries is unlikely to contain sufficient (local, education, health et al) services to be sustainable. Thus, in traffic terms, development at this location is likely to encourage car-based trips on the Trunk Road Network via the conveniently located M11/Jun 12; not least to the Cambridge Park &amp; Ride sites at Trumpington (M11 / Jun 11) and Madingley Road (M11 / Jun 13).</p> <p>It indicates that it is likely that appropriate vehicular access into this site could be achieved.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>The site has good potential for countryside access using existing rights of way. The Barton Road cycleway provides a safe cycle route as far as the village of Toft. A footpath on the western boundary of the site extends across the M11 motorway and links to the Coton Countryside Reserve, effectively a Country park being development by the Cambridge Preservation Society.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>None</p>
<p><b>Deliverable completions by 2016</b></p>	<p>The objector's proposed development area would deliver 400 dwellings. The area outside Flood Zones 2 and 3 would deliver 150-200.</p>
<p><b>Section C conclusion:</b></p>	<p>The objection site is poorly related to the edge of Cambridge and to nearby development. It is also located in a sensitive part of the Cambridge Green Belt and forms an important part of the setting of Cambridge. It is not a location identified in the RSS and Cambridgeshire Structure Plan for removal from the Green Belt.</p>

### **Site Assessment Conclusion**

The site is not in a location identified in the Structure Plan for development. It is questionable whether this site is located at the top of the search sequence, as it is only joined to Cambridge by a narrow spur of land on the frontage of Barton Road which lies within the floodplain of the Bourn Brook. There would be an impact on Green Belt purposes. 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. 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. The sequential approach to flood risk required by PPS25 limits potential on the frontage of Barton Road, as there are other reasonable alternatives in flood zone 1, and this limits the potential to create appropriate form of development.



Objection Site



Area for development as indicated on Objector's Masterplan

1:10,000 @ A4



# Site 7 - Land north of Barton Road

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<b>Site Number</b>	8				
<b>Location</b>	Edge of Cambridge				
<b>Site Name / Address</b>	Land north of Fen Road, Milton (Greengates Piggeries)				
<b>Objector [ref no]</b>	Cambridge City Council Property & Building Services (Mr Philip Doggett) [556]	<b>Rep No.</b>	12023	<b>Objection site ref</b>	92 (06.06)
<b>Objector's Proposal</b>	Land should be allocated for residential development. The objector considers the proposed development of Chesterton Sidings would provide a unique opportunity to regenerate the Fen Road area.				
<b>Site Size</b>	1.8 ha.				
<b>Housing Capacity</b>	No detailed figure proposed by the objector. The site is 1.8 hectares, but only 0.9 hectares are within Flood Zone 1. The site is not within 400m of good quality public transport, therefore a notional density of 30 dwellings per hectare is applied. If only the area in flood zone 1 is considered this could provide 27 dwellings.				
<b>Site Description</b>	Site includes a number of agricultural style buildings, but mainly comprises open land. Some areas of hard standing, and the remainder retains the character of agricultural land. A tall hedgerow fronts the site.				
<b>Site Context</b>	The site is located on Chesterton Fen Road, adjoining the London Kings Lynn Railway Line. Chesterton Sidings, to the west of the site and beyond the railway line, was proposed for mixed use development, including residential. This is now unlikely to be delivered. The site is situated in between the Cottages industrial units to the north, and Kerrys Yard Caravan Park to the south.				
<b>Stage in development sequence</b>	Edge of Cambridge				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No	Adjacent to Green Belt (white land)	<b>Flood Risk</b>	Yes	Approximately half the site fronting Chesterton Fen Road lies in Zone 2
<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, in as much as the caravan park to the south is allocated for residential development in the Cambridge City Local Plan 2006. However, the change in approach to the development of Chesterton Sidings, which is no longer being pursued for housing, reduces opportunities to integrate with major residential development proposals and improved access to Cambridge.				
<b>Tier 1 conclusion:</b>	The sequential test to flood risk required by PPS25 means that the part of the site in flood zone 2 fronting Fen Road should only be considered if other reasonable alternatives are not available. However, due to the scale of the site within zone 1, it has been subject to Tier 2 assessment.				
<b>Does the site warrant further assessment?</b>	Yes				

**Tier 2**

<b>Section A</b>				
<b>Sustainability ranking of settlement</b>	2nd			
<b>Accessibility to local employment (ratio jobs to workers)</b>	Location of site on the edge of Cambridge would provide 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>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
3 km	5 km		7.5 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>	970m	1,150m	1,135m	1,420m
<b>Primary School</b>	980m	1,180m	2,680m	2,960m
<b>Secondary School</b>	1,940m	2,130m	2,675m	2,955m

<b>Post Office</b>	1,060m	1,180m	1,585m	1,865m
<b>Doctor's Surgery / Medical Centre</b>	500m	660m	1,980m	2,260m
<b>Existing Public Outdoor Sport</b>	390m	570m	1,760m	2,035m
<b>Existing Children's Formal Playspace</b>	570m	760m	1,230m	1,525m
<b>Education Requirements or Potential for Additional Provision</b>	<p>This site would be likely to lead to the following increases in pupil numbers:</p> <p>Primary Pupils – 7 additional pupils. The local primary school currently has capacity to accommodate these pupil numbers in their catchment. There would be no need for the authority to seek additional school capacity or funding based on current pupil numbers.</p> <p>Secondary Pupils – 5 additional pupils. There is currently sufficient capacity at the school to accommodate an increase in pupil numbers of this scale. There would be no need for the authority to seek additional school capacity or funding based on current pupil numbers.</p>			
<b>Potential for Additional Services or Facilities</b>	This would be a relatively small-scale development that is unlikely to bring significant associated improvements in services and facilities.			
<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>	220m	410m	425m	710m
<b>Quality of Public Transport</b>	Service 16/17 from Fen Estate. Mon-Sat hourly service between 9.20am - 5.20pm. No service on Sunday. The Citi2 service from Chesterton High Street is around 1200m from the site.			
<b>Existing Public Transport Summary</b>	This development as a whole would be located approximately 600m from the nearest bus stops in East Chesterton. East Chesterton is served by the hourly 16/17 service, which connects East Chesterton with the city centre, Grafton Centre and Cambridge Retail Park. Chesterton is also served by the Citi2 service, which runs at a frequency of 6 buses an hour. The nearest Citi2 bus stops are approximately 1.2 km from the site.			
<b>Existing Cycling Infrastructure</b>	Although the site is in close proximity to central Cambridge and the city's cycle network, there are no cycle facilities from East Chesterton over the level crossing to the location of the proposed development.			

<b>Potential for Transport Improvements</b>	A development of this size would not be able to support its own bus service. It is also unlikely that a development of this size would be able to support extending the existing 16/17 services out to the development.
<b>Likelihood of achieving high share of sustainable modes</b>	The site lies within the ward of Milton; according to the 2001 Census Travel to Work data 57% of residents in Milton drive a car/van to work. The site is also adjacent to the Cambridge City ward of East Chesterton; according to the 2001 Census Travel to Work data 41% of residents in East Chesterton drive a car/van to work. A car driver mode share of between 41% and 57% could be expected.
<b>Section A conclusion:</b>	The site has a reasonable level of accessibility to sustainable modes of transport, especially in terms of the proximity of the site to the major trip generators in Cambridge, although access to public transport is limited, and pedestrians and cyclists would have to cross the level crossing to reach Cambridge.

<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	The Site Specific Policies DPD Submission Proposals Map amends the boundary to include the site within the Development Framework of Cambridge.	<b>Allocated for another use in the LDF?</b>	Yes	Local Plan 2004 Saved Policy CNF6 - site suitable for Gypsy and Traveller Sites. Policy will be reviewed through Gypsy and Traveller DPD.
<b>Designations in Minerals and Waste Plans</b>	No	Adj. to Major Waste Facility (Policy WLP1)	<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>	Yes	Public Right of Way along River Cam to Ely
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in an area of high archaeological potential. Burials of Iron Age and Saxon date area known in the vicinity (HER 05539a, 05540) and there is also evidence of Roman activity in the area (HER 05539). The County Council would recommend that the site should be subject to a programme of archaeological investigation in advance of development, to be commissioned and undertaken at the expense of the developer and secured through the inclusion of a negative condition in any planning consent.
<b>Previously Developed Land</b>	Part	Includes a small number of buildings, but mainly comprises Greenfield land.
<b>Agricultural Land Classification Grade 3 or above</b>	No	Grade 6 & 7
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	A substantial area of this site is mapped as Flood Zone 2 (Low to Medium Risk). In accordance with the sequential test, development within this Flood Zone should not be allocated when areas of lower risk would be available. Reflecting this, the appraisal is only considering the land in flood zone 1. The Environment Agency indicates that this would be acceptable in principle, subject to an appropriate, site specific, flood risk assessment being agreed. There are recorded historic details of flooding in this area. The Flood Risk Assessment would need to investigate the methods of access and egress from the site in times of flood (in accordance with PPS25). The EA have indicated that they would require this information prior to any allocation, to determine the extent and depth of the floodplain to allow them to make more comprehensive response. Foul Water drainage is also known to be problematic in this area. The FRA would also have to address Foul Drainage and an appropriate scheme would be required.

<b>Land Contamination</b>	Yes	There are known areas of contamination within the area. There would need to be an appropriate investigation into the potential land contaminants on site, and remediation where necessary.
<b>Air Quality Issues</b>	Yes	<p>This site does not lie within an area where air quality is of an immediate concern and the proposal is not large enough to warrant any air quality assessments prior to allocation. It is possible for any air quality issues to be dealt with through conditions for this parcel of land.</p> <p>Milton sewage works are in relatively close proximity to the North. The Council's Environmental Health service has received numerous complaints regarding malodour from the sewage works. As the prevailing wind tends to be North / North East, these are mainly from Milton village but there are complaints on occasions from residents in this part of the city. An odour assessment is recommended by the Council's Environmental Health Officers albeit that an odour assessment carried out for Chesterton Sidings concluded that odour would not be a problem.</p>

<p><b>Noise Issues</b></p>	<p>Yes</p>	<p>The North West of the site is bounded by a mainline railway line and industrial type premises including garages and workshops to the North East. Railway noise / vibration and noise from any commercial and industrial uses that will remain on the periphery require careful consideration. There are serious concerns about noise impact and it is recommended that this noise constraint is fully considered prior to any allocation.</p> <p>The North West and North East of the objection site will be in close proximity to mainline railways and industrial units respectively and there is serious concern about placing noise sensitive receptors into an existing noisy environment.</p> <p>It is uncertain whether mitigation measures on the site could provide an acceptable ambient noise environment. Substantial noise insulation / mitigation measures could be undertaken on the industrial units but there is uncertain as to whether these would be effective. Such mitigation measures are also likely to require the cooperation of the business operators and section 106 planning / obligation requirements may be required.</p> <p>For any new allocation site to provide additional housing on this site it is likely that due to high noise levels, extensive noise attenuation measures would be required to mitigate railway noise / vibration coupled with careful acoustic design and layout of any residential buildings (single aspect, limited height, sealed non-openable windows on façade facing A14, acoustic treated ventilation, no open amenity spaces such as balconies / gardens).</p> <p>Before this site were allocated for residential development it is recommended that this noise threat / constraint is thoroughly investigated having regard to PPG 24: Planning and Noise and associated noise guidance. This site requires a full noise feasibility assessment including consideration of financial viability.</p>
<p><b>Known Ecological constraints to development</b></p>	<p>No</p>	<p>Much of the site retains a semi-natural character and would appear to have been under a grazing regime for many years. A phase 1 habitat survey would be required in order to provide further information on the range of habitats present within the site. Survey work should also be undertaken to establish the value of the site for great crested newt (particularly with respect to the nearby ponds) and reptiles (i.e. common lizard and grass snake). It is also considered that the hedgerows within and bounding the site provide opportunities for habitat linkage and further enhancements. Any outbuildings should be assessed for their potential as bat roosts and barn owl nest sites.</p>

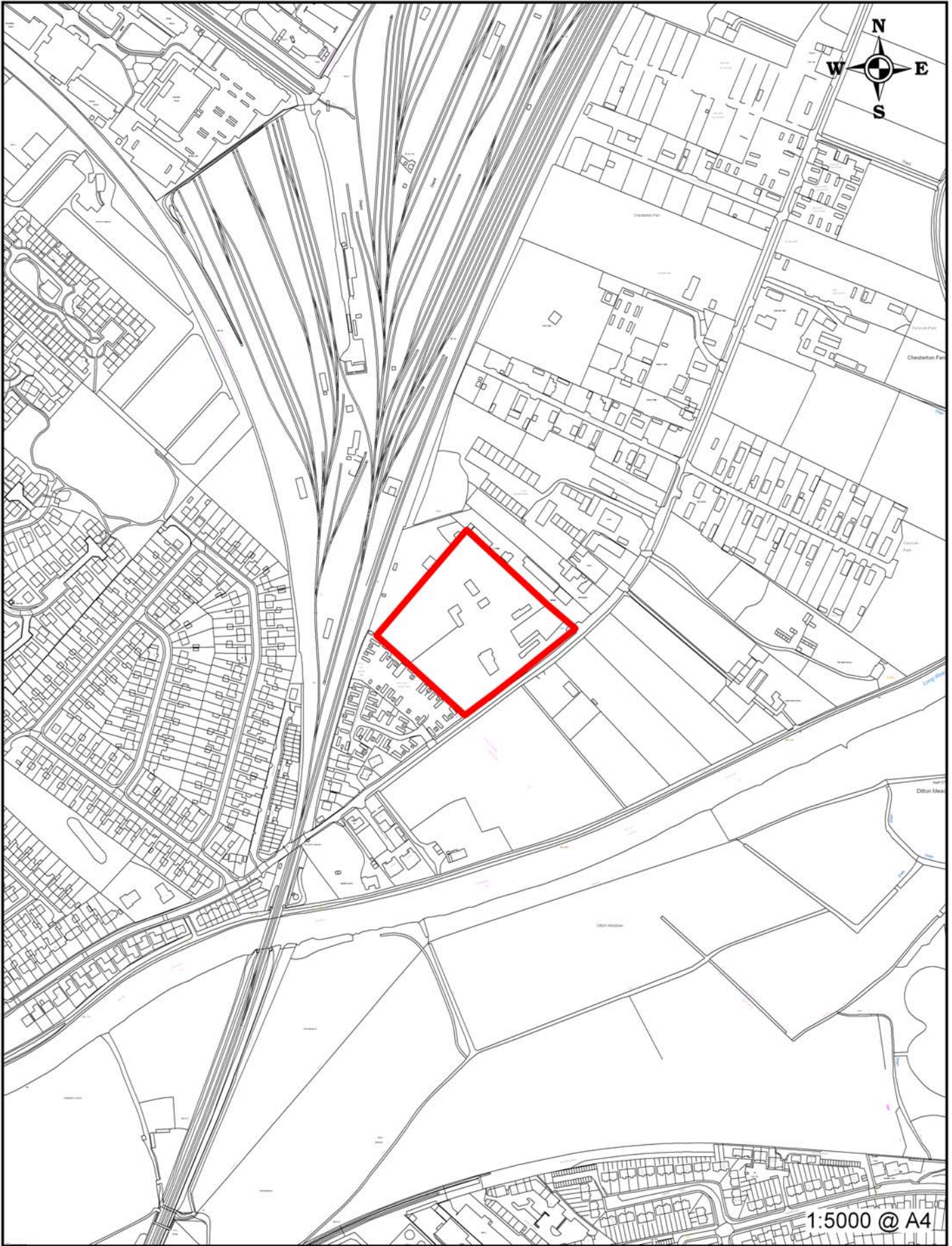
<b>Section B Conclusion</b>	<p>The site is proposed to be included within the Development Framework by the Site Specific Policies DPD, as part of a wider area of development, having previously been located outside the framework. It is currently designated in Local Plan 2004 saved policy CNF6, as an area where permission may be granted for private gypsy sites to meet local need. This policy will be reviewed by the Gypsy and Traveller DPD which is currently in preparation.</p> <p>Residential development could be focused on the area within flood zone 1, but the exact area would need to be determined by a site specific flood risk assessment. There are also concerns with regard to access to the site in times of flood, and it has not been demonstrated that appropriate access could be achieved It would need to be demonstrated that the issues of noise in association with the railway line and whether the area is affected by odour issues arising from the sewage works.</p>
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<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	None relevant.
<b>Implications of scale of site for settlement character</b>	Limited implications for the character of Cambridge, as the site is of a relatively small scale.
<b>Potential to create sustainable mixed development</b>	Small-scale development, unlikely to bring significant associated improvements in services and facilities. The development would not therefore in itself provide a sustainable mixed development and would rely on existing local services and facilities some distance from the site. The objector refers to potential to link with major development including Chesterton Sidings to the west. However, that site is no longer being pursued for housing and this site would look to the Chesterton area of Cambridge.
<b>Relationship to Existing Settlement</b>	The London to Kings Lynn Railway line creates a physical barrier to the main urban area of Cambridge, beyond which the area has a more rural character. The railway crossing forms a visual and physical separation. The site adjoins the Kerrys Yard caravan park, a site allocated for residential development in the Cambridge Local Plan 2006. If this were developed this site may appear less isolated, but the separation created by the railway crossing would still exist.
<b>Impact of development on local character and appearance</b>	The proposal would result in the intensification of development on the eastern side of the railway line, and would change the character of the area. The site is currently well screen by a hedge, but residential development would still intensify uses in this area that does retain a countryside character. Development of part of the site outside flood zone 2 would create considerable separation from the road frontage.
<b>Impact on purposes of the Green Belt</b>	The site is not within the Green Belt, although it does adjoin Green Belt to the south.

<b>Road capacity and access</b>	<p>Access would be achieved via Fen Road, to the Chesterton area of Cambridge. There are safety concerns regarding the location of this development since it is necessary to cross a level crossing to access the site. The County Council considers it likely the rail industry would not be supportive of additional housing development in this location because of the safety issues regarding the increase in number of trips across the level crossing.</p> <p>The road is heavily traffic calmed with speed humps along Water Street, Water Lane, and Chesterton High Street.</p> <p>The Highways Agency does not consider that a development of this scale, at this location, will generate any measurable additional traffic on the A14.</p>
<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	<p>No specific proposals are put forward. Stourbridge Common is relatively nearby, and there are long distance footpaths along the River Cam.</p>
<b>Deliverability (Key Infrastructure Constraints)</b>	<p>There are no known key infrastructure constraints.</p>
<b>Deliverable completions by 2016</b>	<p>Due to the site being of relatively small scale, if the site specific issues raised elsewhere in this appraisal could be overcome, there are no known constraints to its completion prior to 2016.</p>
<b>Section C conclusion:</b>	<p>Residential development of this site would change the character of this area, which retains a rural character, partly due to the separation of the railway line, both from Cambridge Northern Fringe East and from the Chesterton area of Cambridge, although it is proposed to be included within the urban framework of Cambridge. A development within the area within flood zone 1 would be considerably set back from the road frontage to avoid flood zone 2, and would adjoin the railway line. There are concerns about intensifying development in this area due to the poor quality of access via the railway crossing.</p>

#### **Site Assessment Conclusion**

Residential development of this site would change the character of this area, which retains a rural character, partly due to the separation of the railway line, although it is proposed to be included within the urban framework of Cambridge. A development within the area within flood zone 1 would have considerable separation from the road frontage, and would adjoin the railway line. There are concerns about intensifying development in this area due to the presence of the railway crossing. It has not been demonstrated that concerns over flood risk and noise can be appropriately overcome.



## Site 8 - Land north of Fen Road, Milton (Greengates Piggeries)

<b>Site Number</b>	9				
<b>Location</b>	Histon				
<b>Site Name / Address</b>	Land south of Manor Park / Somerset Road				
<b>Objector [ref no]</b>	1318	<b>Rep No.</b>	13941	<b>Objection site ref</b>	N/A
<b>Objector's Proposal</b>	The LDF representation sought for the land to be included within the village framework for Histon. It did not propose an allocation on the site. However, as white land on the edge of a Rural Centre, it is being assessed to test its suitability for housing development.				
<b>Site Size</b>	2.8 ha				
<b>Housing Capacity</b>	81 dwellings at notional density of 30 dwellings per hectare.				
<b>Site Description</b>	Site mainly comprises open grassland. The northwest third of the site is woodland, crossed by a number of footpaths. It can be accessed via a footpath running through a gap between houses from Manor Park. A Public Right of Way runs along the rear of the dwellings along Manor Park, separated from main area of this site in some places by a hedge.				
<b>Site Context</b>	The site adjoins the developed area of Histon, with the housing of Manor Park to the north. The guided bus runs along the southwest boundary of the site (the nearest stop is at Station Road), beyond which lies a significant tree belt, and then open agricultural fields. The Chivers Way factory complex lies to the south east of the site, separated from the site by a significant hedge.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No	Adjacent	<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>	Yes
<b>Tier 1 conclusion:</b>	No specific constraints identified at tier 1.
<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>		3rd		
<b>Accessibility to local employment (ratio jobs to workers)</b>		0.97		
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
5 km	6km		10 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>	430m	700m	900m	1,315m
<b>Primary School</b>	440m	780m	660m	1,075m
<b>Secondary School</b>	1,120m	1,480m	1,395m	1,810m
<b>Post Office</b>	440m	710m	915m	1,330m
<b>Doctor's Surgery / Medical Centre</b>	750m	1,090m	885m	1,300m
<b>Existing Public Outdoor Sport</b>	990m	1,230m	1,120m	1,535m
<b>Existing Children's Formal Playspace</b>	570m	860m	1,115m	1,530m



<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 – 21 additional pupils; Secondary Pupils – 15 additional pupils.</p> <p>Currently both Histon Infant and Junior Schools are close to capacity and would not be able to absorb an increase in pupils, even on this limited scale. Both school sites are very tight and have no capacity for expansion to accommodate additional pupils.</p> <p>Histon is within the catchment area for Impington Village College. There is currently sufficient capacity at the school (about 150 surplus places) to accommodate an increase in pupil numbers of this scale. There would be no need for the authority to seek additional school capacity or funding based on current pupil numbers.</p>			
<b>Potential for Additional Services or Facilities</b>	<p>The development could provide open space, but there is little opportunity for this scale of development to provide other new services or facilities. It should be noted that the Submission Site Specific Policies DPD proposes to allocate the site for open space. This proposal would be lost if the land were allocated for residential development instead.</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>	410m	680m	640m	1,055m
<b>Quality of Public Transport</b>	<p>Mon-Sat every 20 minutes between 6.29am - 7.29am then every 10 minutes until 6.37pm. Hourly service in the evenings and on Sunday.</p> <p>The Citi 7 service runs through the village centre, with the nearest stop at Station Road over 1000m from the site, which has a 10-minute frequency Monday to Saturday.</p>			
<b>Existing Public Transport Summary</b>	<p>This development is located approximately 600m from the nearest bus stops in Histon. Histon &amp; Impington is currently served by the Citi7 bus service, which runs at a frequency of 6 buses per hour. This takes 25 mins to reach the city centre from the centre of Histon. Once the CGB is opened there will be additional bus services benefiting Histon at a frequency of at least 6 buses an hour during peak periods. The Histon CGB stop is located approximately 1km from the location of the proposed development.</p>			
<b>Existing Cycling Infrastructure</b>	<p>Histon is connected to the wider Cambridge cycle network. Once the Cambridgeshire Guided Busway (CGB) is opened in 2009 there will be a new dedicated cycle route travelling alongside the CGB track; this cycle route would be accessible from the boundary of this site, therefore the site would benefit from a high quality segregated cycle route that leads to the Science Park, Arbury Park and northern sections of Cambridge.</p>			
<b>Potential for Transport Improvements</b>	<p>A development of this scale would not be able to support any improvements to existing bus services.</p>			

<b>Likelihood of achieving high share of sustainable modes</b>	A car driver mode share of around 60% could be expected. However with the advent of the CGB and its dedicated cycle/pedestrian route it is possible that a lower car driver mode share could be achieved.
<b>Section A conclusion:</b>	The site has a reasonable level of accessibility, although access to public transport and village centre facilities are all beyond 400m. This will be improved by the opening of the CGB, since residents of this development would be able to benefit from the dedicated cycle/pedestrian route running alongside the busway and the improved public transport options available from the CGB stop 1km away. There are concerns about the availability of primary education provision.

<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	Adjacent	<b>Allocated for another use in the LDF?</b>	Yes	Submission site Specific Policies DPD Policy SSP/14 Open Space Allocation
<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	No	Adjacent to TP3 (and SSPDPD policy SP/16) Protected Transport Route
<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>	Yes	Footpath runs along the northern boundary of the site. It cuts across the northern part of the site before crossing the former railway line / Cambridge Guided Busway (CGB) route.
<b>Public Rights of Way leading from the site</b>	Yes	There are various routes into the built up area of Histon. The path that crosses the former railway line / CGB crosses open fields to Girton.
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in an area of high archaeological potential. Cropmarks to the south indicate the location of probable areas of late prehistoric and/or Roman settlement (HER 09209). The County Council would recommend that the site should be subject to a programme of archaeological investigation in advance of development, to be commissioned and undertaken at the expense of the developer and secured through the inclusion of a condition in any planning consent.
<b>Previously Developed Land</b>	No	
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	30% grade 2 in the south and south west part of the site. 70% grade 7 (urban) on the northern part of the site.
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	The site is in Flood Zone 1. A flood risk assessment would need to consider the impact off site, as there are known flooding issues in relation to the Award Drain No. 164 (1st PD Histon and Impington), particularly in the centre of the village. It would also need to consider the impact on the Cottenham Lode catchment. There are known sewage capacity problems in the sewers in the central area of Histon / Impington. This would need to be investigated and a drainage strategy formulated for the site.
<b>Land Contamination</b>	Yes	The site appears to be former agricultural land but it is adjacent to the former railway / soon to operate as the CGB and tanks / treatment plant associated with the Premier Foods to the SW of the site. Due to these adjacent historical and current uses, contaminated land is a material consideration that will require investigation in the areas detailed and remediation as necessary so that land is suitable for use in accordance with PPS23 and associated British Standards / guidance. Any proposed application should be accompanied by a contaminated land assessment. It is likely that this issue could be addressed satisfactorily by condition or similar.

<p><b>Air Quality Issues</b></p>	<p>Yes</p>	<p>This site does not lie within an area where general air quality is of an immediate concern and the proposal is not large enough to warrant any air quality assessments prior to allocation. It is possible for any air quality issues to be dealt with through conditions for this parcel of land.</p> <p>The South East of the site has a boundary with Premier Foods Ltd, The Orchard, Chivers Way involved in the manufacture and packing of retail, foodservice and industrial preserves, Park Farm to the South and the South West of the Site is bounded by the old railway line that will operate as part of the Cambridge Guided Bus.</p> <p>The factory has several solid / liquid effluent waste treatment tanks in close proximity to the South East of the site, which have the potential to generate malodour that could have an impact on any future housing. There are serious concerns about the suitability of this site for housing and it is recommended that the odour constraint be fully considered prior to any allocation.</p> <p>The East of the objection site is particular concerning as it will be in close proximity to Premier Food and there is serious concern about placing sensitive receptors into an existing odorous environment.</p> <p>The Council's Environmental Health service has investigated a number of odour complaints from existing residents in the area regarding the operation of Premier Foods Ltd. To date these have been informally resolved. However the proposed allocation site would bring residential premises closer to the food factory building and malodour may be detrimental to the amenity of the area or even a statutory nuisance. Substantial odour abatement technology on the waste treatment tanks could be undertaken at the factory but it is uncertain whether these would be effective. In addition such mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required.</p> <p>Before this site were allocated for residential development it is recommended that the odour threat / constraint is thoroughly investigated and an odour assessment is undertaken to establish the prevalence of malodour generation associated with the factory and type of waste treatment undertaken on site. This site requires a full odour feasibility assessment including consideration of financial viability.</p>
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<p><b>Noise Issues</b></p>	<p>Yes</p>	<p>The South East of the site has a boundary with Premier Foods Ltd, The Orchard, Chivers Way involved in the manufacture and packing of retail, foodservice and industrial preserves, Park Farm to the South and the South West of the Site is bounded by the old railway line that will operate as part of the Cambridge Guided Bus.</p> <p>Traffic noise from the CGB and noise from any commercial / industrial / agricultural uses that will remain on the periphery require careful consideration. There are serious concerns about the suitability of this site for housing and it is recommended that the noise constraint be fully considered prior to any allocation.</p> <p>The East of the objection site is particular concerning as it will be in close proximity to Premier Food and there is serious concern about placing noise sensitive receptors into an existing noisy environment.</p> <p>The Council's Environmental Health service has investigated a number of noise complaints from existing residents in the area regarding the operation of Premier Foods Ltd. To date these have been informally resolved. However the proposed allocation site would bring residential premises closer to the food factory and it is unlikely that mitigation measures on the proposed development site can provide an acceptable ambient noise environment. Substantial noise insulation / mitigation measures could be undertaken at the factory but there is uncertain as to whether these would be effective. In addition such mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required.</p> <p>Before this site were allocated for residential development it is recommended that the noise threat / constraint is thoroughly investigated having regard to PPG 24 / associated guidance. This site requires a full noise feasibility assessment including consideration of financial viability.</p>
<p><b>Known Ecological constraints to development</b></p>	<p>Yes</p>	<p>Within the site the area of elm woodland is particularly noteworthy, and additional residential development could subject it to further intrusion and disturbance by the public. The wildflower grass strip (around 5m in depth) parallel to the guided bus way should be retained, as it retains the qualities of the original field margin and has potential for enhancement to assist the natural colonisation of the grassland of the main part of the site. Further to any development applications on the site, a phase 1 habitat survey would be required for the site in order to provide further information on the grassland and woodland habitats, survey work should be undertaken to establish the value of the site for common lizard, invertebrates (particularly butterflies) and commuting/feeding bats.</p>

<p><b>Section B Conclusion</b></p>	<p>The site has been allocated for Open Space in the Submission Site Specific Policies DPD (Policy SP/14). Histon and Impington has a poor level of open space provision against the Council's adopted standards. Public open space in this location that would improve accessibility for this part of the village. There is already good walking access via the existing footpath, and the site is already used informally for recreation. Loss of this allocation would harm the ability to overcome this shortfall. The compatibility of residential development with the adjoining land uses, particularly with regard to noise and odour, would need to be investigated, and issues may be difficult to overcome.</p>
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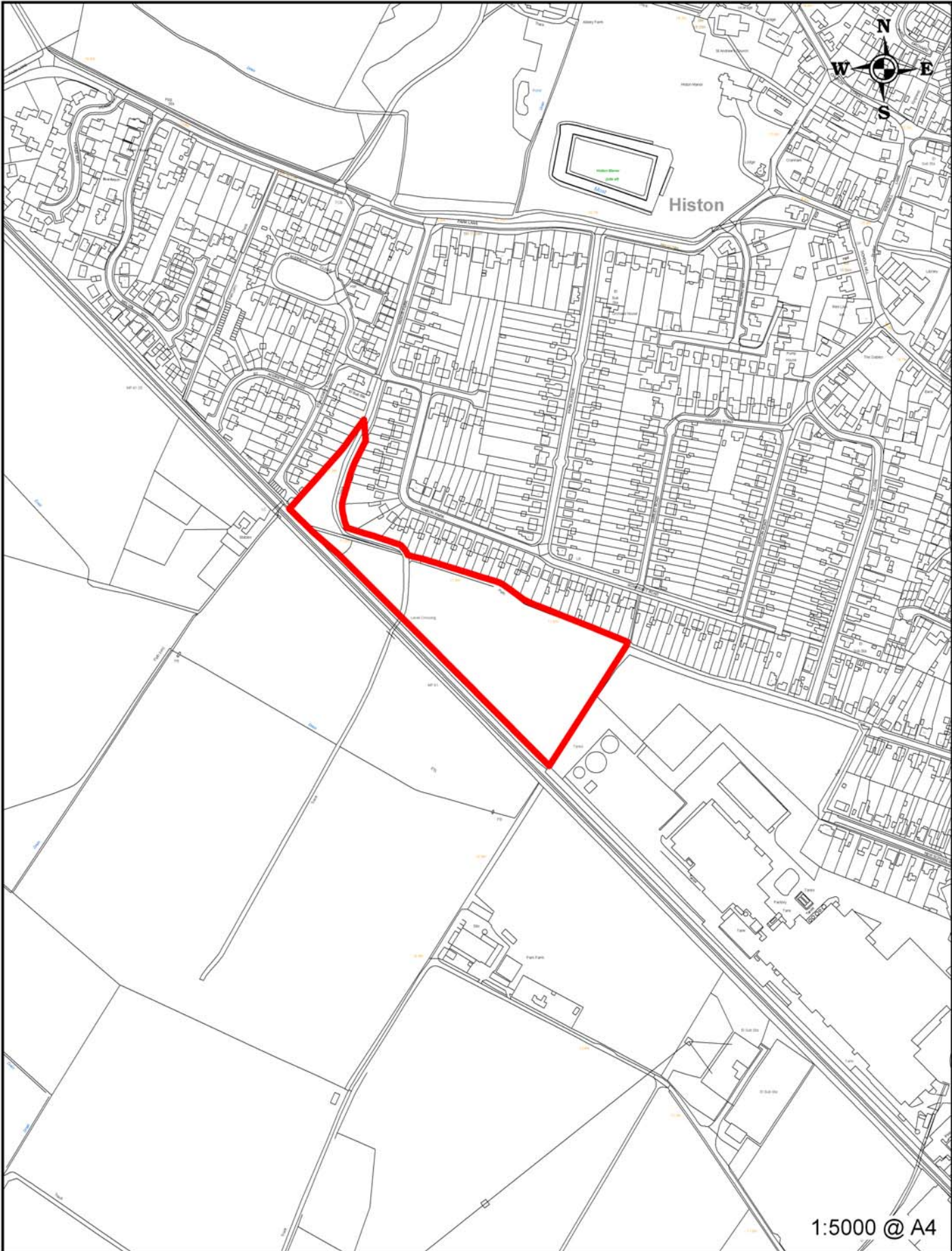
<p style="text-align: center;"><b>Section C</b></p>	
<p style="text-align: center;"><b>Planning Considerations and Delivery</b></p>	
<p><b>Planning History</b></p>	<p>The site was considered by the Local Plan Inspector in 1992. The report states, 'This land adjoins residential development to the north and a proposed allocation for industrial development to the east. The railway line is not an obvious feature in the landscape at this point and so, despite the inference from the plans, I do not consider that development here would appear to be well related to the main body of the village. Instead, its size and position render it visually more part of the open countryside within which development would be an intrusive feature. There is no convincing evidence that agricultural use could not continue.'</p>
<p><b>Implications of scale of site for settlement character</b></p>	<p>Limited implications for the scale and character of the settlement as a whole.</p>
<p><b>Potential to create sustainable mixed development</b></p>	<p>The scale of the site would not support any significant enhancement of local services and facilities. The development would not therefore in itself provide a sustainable mixed development and would rely on existing local services and facilities, for which it would provide extra patronage.</p>
<p><b>Relationship to Existing Settlement</b></p>	<p>Adjoins the existing residential development of Manor Park and the Chivers Way factory complex. However, there is a degree of separation from the built up area of the village due to the presence of the rear gardens of properties fronting Manor Park, and the area of woodland and the trees and hedges that border the site. It is separated from the wider countryside by the route of the guided bus, and a belt of trees.</p>

<p><b>Impact of development on local character and appearance</b></p>	<p>The nature of the properties on Manor Park facing away from the site gives the area the character of an area of countryside outside the built up area of the village. The site relates more to the surrounding countryside beyond the guided busway route than the developed area of the village.</p> <p>The north western part of the site is heavily treed woodland. Consideration would need to be given to the impact of development on this area, and it would be desirable for them to be retained and excluded from any development. It is considered that this wooded area contributes to the character of this part of the village. The site as a whole already has a character of informal recreation, prior to any formal implementation of the SSPDPD proposed recreation policy, with paths clearly evident around the whole site.</p> <p>The woodland growing beyond the guided busway would limit views of the site from the wider countryside if it were developed, but it would still be visible through some gaps. It would impact on views from the guided bus route.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p>The site is not within the Green Belt. As stated earlier, the woodland growing beyond the guided busway would limit views of the site from the wider countryside if it were developed, but it would still be visible through some gaps.</p>
<p><b>Road capacity and access</b></p>	<p>Vehicular access could only be achieved from St Audrey's Close or Manor Park. However there are doubts as to whether there is sufficient width to provide an acceptable highway access from St Audrey's Close, and it would involve a road through the area of woodland that contributes to local character and amenity. Also It is not clear if a highway access from Manor Park could be achieved since the developer does not appear to own all the land leading from Manor Park to the location of the site and it would involve access between the rear gardens of existing properties and would also involve loss of trees on the edge of the woodland. The site is traversed by a public footpath which would have to be appropriately diverted.</p> <p>It is likely that a high proportion of vehicular trips generated by this development would travel through the A14 Histon Interchange en route to their final destination and therefore add to the existing queues experienced on the local roads leading up to this junction. Further work would be required to quantify the impact of this on the highway network and in order to ascertain the extent to which this development could be accommodated alongside the NIAB development within the city, and in combination with other site options such as additional development at NIAB in South Cambridgeshire, and additional Arbury residential developments.</p> <p>A development of this scale, at this location, could potentially have adverse impacts upon the A14 mainline. The Highways Agency advise that any housing development at Manor Park, Histon should be deferred until the A14 Ellington to Fen Ditton Major Improvement Scheme is completed.</p>

<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	No specific proposals are put forward.
<b>Deliverability (Key Infrastructure Constraints)</b>	As detailed in this assessment there a number of constraints that would need to be overcome before the site could be delivered. Key constraints appear to be access, and compatibility with surrounding land uses. Particularly in terms of noise and air quality. The Highways Agency have also indicated that the site should not be developed before the A14 improvements are completed.
<b>Deliverable completions by 2016</b>	Due to the scale of the site it is likely it could be completed by 2016, even with the constraint of timing in relation to the A14 improvements.
<b>Section C conclusion:</b>	Development would impact on local character and appearance, as this area has a rural character and relates more to the wider countryside than the built up area of the village. Satisfactory access to the site would be difficult to achieve, and it has not been demonstrated that satisfactory access can be achieved.

<b>Site Assessment Conclusion</b>	
<p>Development of this site would have an adverse impact on the character of this part of the village. Site access would be difficult to achieve, and it has not yet been demonstrated that the site is deliverable. It would need to be demonstrated that compatibility issues with surrounding land uses could be overcome, particularly in terms of noise and air quality. The site is currently used informally as an open space, and is proposed to be allocated to address an existing shortfall of open space in the village. Primary education provision to serve the development is not available, and would be difficult to provide. The site is not particularly well served by public transport despite its location next to the route of the guided busway. It does not represent a good option for development, and cannot be demonstrated to be deliverable by 2016.</p>	





1:5000 @ A4



## Site 9 - Land south of Manor Park / Somerset Road, Histon

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<b>Site Number</b>	10				
<b>Location</b>	Great Shelford and Stapleford				
<b>Site Name / Address</b>	Powell's garage, Woollards Lane				
<b>Objector [ref no]</b>	M J A Powell [2758]	<b>Rep No.</b>	14372	<b>Objection site ref</b>	55 (06.06)
<b>Objector's Proposal</b>	Allocate for residential development				
<b>Site Size</b>	0.3 ha				
<b>Housing Capacity</b>	12 dwellings (at 40 dph), however, actual capacity would depend on design taking account of character and constraints of the site and as an apartment development is anticipated is likely to be higher, in the order of 20 units.				
<b>Site Description</b>	Garage with car sales hard standing.				
<b>Site Context</b>	Within village centre, surrounded by existing development.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

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	There are a number of listed buildings nearby in the Conservation Area, but none are directly adjoining.
<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>	N/A site is in the centre of the village.				

<b>Tier 1 conclusion:</b>	No specific constraints identified at tier 1.
<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>	4th			
<b>Accessibility to local employment (ratio jobs to workers)</b>	0.71			
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
12 km	7.5 km		4.5 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>	105m	180m	115m	180m
<b>Primary School</b>	175m	240m	210m	335m
<b>Secondary School</b>	3,000m	3,060m	3,770m	3,880m
<b>Post Office</b>	530m	240m	550m	610m
<b>Doctor's Surgery / Medical Centre</b>	95m	175m	230m	295m
<b>Existing Public Outdoor Sport</b>	40m	100m	170m	280m
<b>Existing Children's Formal Playspace</b>	135m	195m	215m	325m
<b>Education Requirements or Potential for Additional Provision</b>	There is limited capacity at the primary school. A small financial contribution may be sought. Capacity at Sawston Village College would accommodate the small number of additional pupils.			

<b>Potential for Additional Services or Facilities</b>	There is limited potential for additional facilities on this relatively small village centre site.			
<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>	20m	90m	20m	95m
<b>Quality of Public Transport</b>	Limited service- Mon-Sat 4 buses to Cambridge and 3 buses from Cambridge. No service on Sunday. Nearest high quality service is the Citi 7, which stops 440m away on Tunwells Lane. Citi7 service is high quality, and runs every 10 mins 6:56 to 17:36, half hourly in evenings to 22:16 weekdays. Every 10 minutes 7:26 to 18:26, then hourly to 22:16 Saturdays. Hourly on Sundays 9:58 to 16:58.			
<b>Existing Public Transport Summary</b>	Great Shelford is served by the Citi 7 bus service, which runs at a frequency of 6 buses an hour. This takes 30 mins to reach the city centre.			
<b>Existing Cycling Infrastructure</b>	Great Shelford is served by an off-road cycleway which leads into the city centre and the city cycle network.			
<b>Potential for Transport Improvements</b>	Great Shelford is already served by the Citi 7 bus service, which runs at a frequency of 6 buses an hour. A development of this size would not be able to support its own bus service.			
<b>Likelihood of achieving high share of sustainable modes</b>	A car driver mode share of around 60% could be expected.			
<b>Section A conclusion:</b>	The site has good access to local services and facilities being located on the edge of the village centre. It also has good access to limited public transport and is just over a 5 minute walk to a 10 minute bus service to Cambridge. However, it is still likely to have a relatively high modal share for the private car unless the 30 minute journey times into the city by public transport can be reduced. The introduction of the southern section of the Guided Busway may however encourage the use of sustainable modes.			

<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>	Yes		<b>Allocated for another use in the LDF?</b>	No	As site lies within village framework of a Rural Centre, development would be appropriate in principle subject to site specific issues.
<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>	Yes	The Conservation Area Appraisal identifies the site as including a positive building, and a focal building. It is the former British School (1845), converted into a garage in 1956. It dominates the junction of Church Street and Woollards Lane, and includes a number of original features.			
<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				

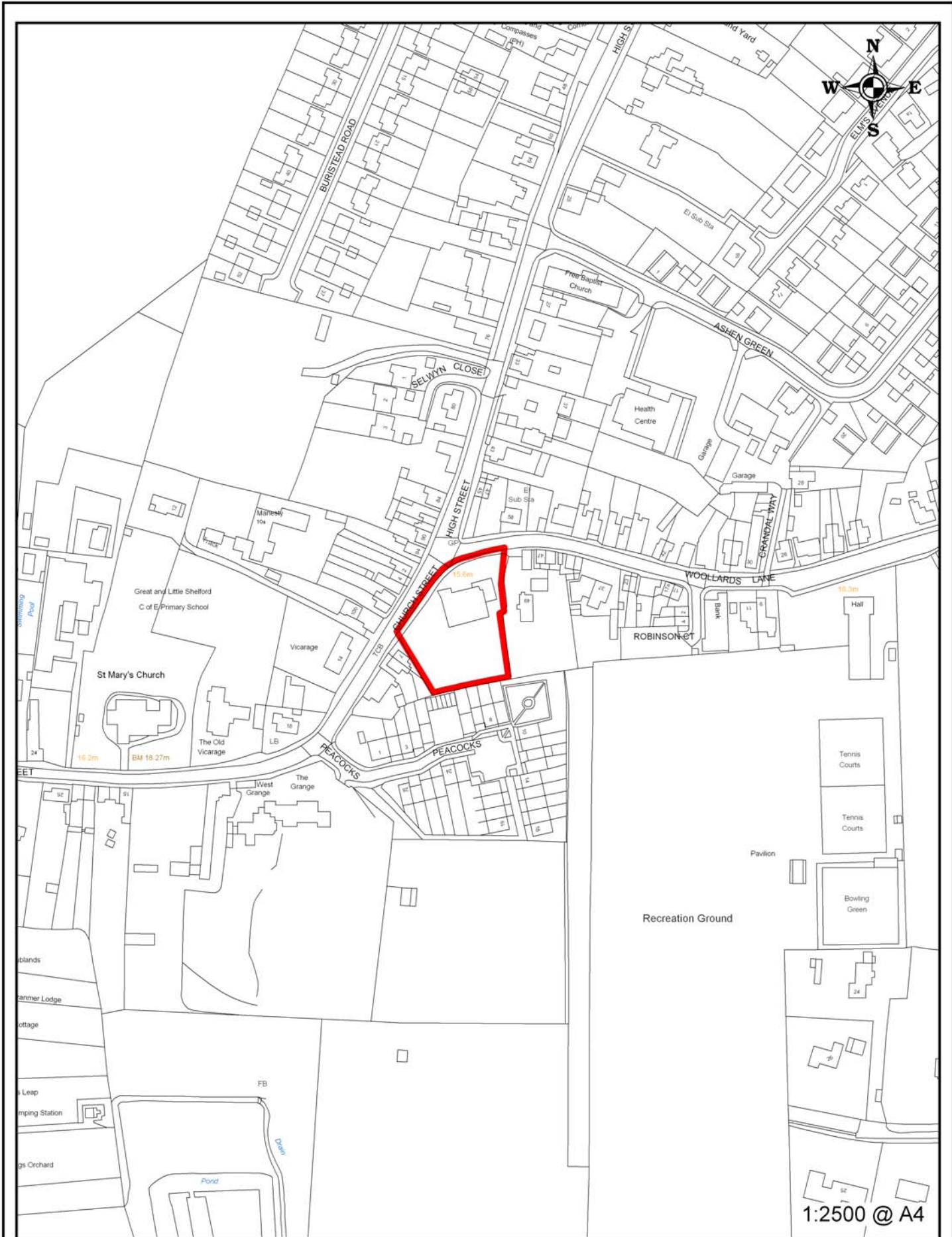
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in the historic core of the village to the north east of the medieval parish church of St Mary (HER 04924). County Council would not object to the allocation of this site for redevelopment, subject to appropriate investigation.
<b>Previously Developed Land</b>	No	
<b>Agricultural Land Classification Grade 3 or above</b>	No	Grade 7
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	A piped award drain runs along the North West perimeter of the site. If the award drain is used, evidence will be required to demonstrate that it has capacity to take surface water drainage from the site. Flood risk assessment should be undertaken in accordance with PPS 25: Development and Flood Risk and associated guidance. However, the size of residential development is modest and it is considered that any flood risk can be addressed by mitigation / attenuation works required by condition or similar.
<b>Land Contamination</b>	Possible	Existing garage uses. Would require investigation and potentially remediation.
<b>Air Quality Issues</b>	No	It is unlikely that proposed development on this land will generate significant increases in traffic and it is not located in an area with existing poor air quality. Therefore, air quality is of a low significance.
<b>Noise Issues</b>	No	The site is at the edge of the village centre and the surrounding area is predominantly residential. Commercial premises are generally located further away on Woollards Lane and would be unlikely to have an adverse noise impact on the use / enjoyment and amenity of future dwellings.
<b>Known Ecological constraints to development</b>	No	Due to the nature of the site the impact on biodiversity is likely to be limited. However, even brownfield sites have the potential biodiversity interest so this will need to be explored.
<b>Section B Conclusion</b>	The main constraint on development of this site within the village framework is impact on the character or appearance of the Conservation Area.	

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	S/0148/06/O - Refused (27/03/2006) - Warden Controlled Retirement Flats, Associated Facilities and Parking (Renewal of Time - Limited Permission S/2450/02/O). Application not accompanied by sufficient detail on the impact on the conservation area. (This application related to the site and adjoining land to the east.)
<b>Implications of scale of site for settlement character</b>	This is a very modest redevelopment of an existing site in the heart of the village and would not have implications for overall settlement character.
<b>Potential to create sustainable mixed development</b>	Small-scale development, unlikely to bring significant associated improvements in services and facilities. Located in village centre so would benefit by access to existing services and facilities. Would result in loss of an existing commercial site.
<b>Relationship to Existing Settlement</b>	Site lies at the heart of the village on the edge of the village centre.
<b>Impact of development on local character and appearance</b>	The existing garage use comprises a large building and workshops identified in the Conservation Area Appraisal as making a positive contribution to the character and appearance of the Conservation Area. The remainder of the site provides open storage of cars. It lies on an open road junction in the heart of the village in a very prominent location. Any development proposal would need to demonstrate that it would preserve the character and appearance of the Conservation Area and provide a high quality design in this sensitive location.
<b>Impact on purposes of the Green Belt</b>	N/A
<b>Road capacity and access</b>	It is likely that a satisfactory access could be achieved for the site, from Church Street.
<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	This small site is within the centre of the village.
<b>Deliverability (Key Infrastructure Constraints)</b>	There are no known key infrastructure constraints.
<b>Deliverable completions by 2016</b>	Representor has indicated they will submit a planning application this year, potentially before completion of the SSP DPD.



<b>Section C conclusion:</b>	Impact on the Conservation Area and the historic character of this part of the village would be a key consideration in any development proposal, and would need to demonstrate that this could be addressed through an appropriate design.
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<b>Site Assessment Conclusion</b>
<p>This brownfield site lies within village framework of a Rural Centre, therefore residential development would be consistent with policy. However, it is an existing employment site, and even though employee numbers are likely to be relatively low, its loss would only be permitted if the requirements of Development Control Policy ET/6 were met through a planning application, unless the site was allocated for residential uses. Loss of employment must be considered, particularly as Great Shelford has one of the poorest jobs to workers ratios of all the Rural Centres. Any development proposal would need to demonstrate that it would protect and enhance the character and appearance of the Conservation Area. Contribution from allocation of this site to the shortfall would be small.</p>



**Site 10 - Powell's Garage, Woollards Lane  
Great Shelford**

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<b>Site Number</b>	11				
<b>Location</b>	Fulbourn				
<b>Site Name / Address</b>	The Ida Darwin Hospital				
<b>Objector [ref no]</b>	Cambridgeshire and Peterborough Mental Health Partnership NHS Trust [2688]	<b>Rep No.</b>	14613 (SP/6) 15433 (GB/1)	<b>Objection site ref</b>	37 (06.06)
<b>Objector's Proposal</b>	Allocate eastern part for residential development and western part for public access. Remove from Green Belt.				
<b>Site Size</b>	14.1 ha.				
<b>Housing Capacity</b>	<p>The Mental Health Trust proposes that approximately two thirds of the Ida Darwin Hospital site be developed for 250 – 275 dwellings at a density of 40dph. This is a Major Developed Site in the Green Belt together with Fulbourn Hospital to the west and the approach to determining the appropriate level of development should be to look at the existing built footprint. The current building footprint on the Ida Darwin Hospital site is 19,196.30 sq.m net of the Cook/Chill building and the Windmill School which the objector's evidence to the examination suggests are to be retained. In purely theoretical terms this could be redeveloped to provide 480 3 bedroom dwellings (40 sq.m building footprint) or 548 2 bedroom dwellings (35 sq.m building footprint). However, the Mental Health Trust is proposing to relocate some of the Ida Darwin uses to improved facilities at the Fulbourn Hospital site, although the required floorspace is not specified. The proposal is for 250-275 dwellings on the Ida Darwin site, which, taking would the Fulbourn and Ida Darwin Hospitals site as a single Major Developed Site and depending on the housing mix, could leave 10,446 – 12,196 sq.m of building footprint for mental healthcare provision at the Fulbourn Hospital site. Therefore the assumed capacity of the site for this assessment is confirmed as 250-275 dwellings.</p>				
<b>Site Description</b>	The site contains a series of buildings set in landscaped grounds.				
<b>Site Context</b>	Site lies between Fulbourn and Cherry Hinton. It adjoins residential development to the east, and the Fulbourn Hospital site to the west. To the north and south are open agricultural fields.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

<b>Tier 1</b>					
	<b>Y/N</b>	<b>Note</b>		<b>Y/N</b>	<b>Note</b>
<b>Green Belt</b>	Yes	Designated as Major Developed Site in the Green Belt by Development Control Policies DPD policy GB/4	<b>Flood Risk</b>	No	
<b>European Nature Conservation Sites</b>	No		<b>SSSI</b>	No	
<b>Scheduled Monument</b>	No	Scheduled monument on far side of railway line, settlement site.	<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 adjoins Fulbourn village framework and could function as an extension to the village. However, it is being assessed on the basis of its designation as a Major Developed Site in the Green Belt and there is no policy context for the release of land from the Green Belt for housing or inclusion in the village framework. If development were appropriate it would be on the basis of remaining in the Green Belt as a MDS in the long term.				
<b>Tier 1 conclusion:</b>	The location of the site in the Green Belt adjacent to a Rural Centre means that it would be contrary to policy for the site to be removed from the Green Belt and allocated for housing development. The East of England Plan makes no provision for Green Belt review at Rural Centres for housing provision. Other sites in the Green Belt at Rural Centres have therefore failed Tier 1 and not been subject to further assessment. However, the designation of Ida Darwin Hospital as a Major Developed Site (MDS) in the Green Belt means there may be potential for redevelopment of the site consistent with Policy GB/4 of the Development Control Policies DPD. PPS3 is clear that where a site can be demonstrated as suitable, available and deliverable it can be counted towards housing supply. Within the context of the MDS policy, no specific constraints are identified at tier 1 and development potential of the site should be tested.				
<b>Does the site warrant further assessment?</b>	Yes				

<b>Tier 2</b>
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Section A				
<b>Sustainability ranking of settlement</b>	5th (Major Developed Site in the Green Belt but adjacent to Fulbourn and sharing its attributes.)			
<b>Accessibility to local employment (ratio jobs to workers)</b>	1.13			
Accessibility to Key Cambridge Locations				
Science Park	City Centre	Addenbrookes		
10.5 km	7 km	5 km		
Accessibility to Key Services				
	As the Crow Flies		Actual Walking Distance	
	Nearest Point	Furthest Point	Nearest Point	Furthest Point
<b>Supermarket / Food Shop</b>	530m	1,160m	1,220m	2000m
<b>Primary School</b>	1,080m	1,770m	1,525m	2,310m
<b>Secondary School</b>	2,240m	2,920m	3,060m	3,755m
<b>Post Office</b>	1,160m	1,770m	1,300m	2,090m
<b>Doctor's Surgery / Medical Centre</b>	900m	1,590m	1,155m	1,940m
<b>Existing Public Outdoor Sport</b>	170m	720m	950m	1,245m
<b>Existing Children's Formal Playspace</b>	890m	1,520m	1,785m	2,560m
<b>Education Requirements or Potential for Additional Provision</b>	Development could be accommodated through the expansion of the existing primary school, and the expansion of Bottisham Village College.			
<b>Potential for Additional Services or Facilities</b>	Any development would be expected to provide public open space according to the Council's standards, but it is unlikely that the potential level of development would be sufficient to support other new services and facilities. It would however, provide additional custom for existing village services.			

<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	380m	0m	570m
<b>Quality of Public Transport</b>	Good Quality. Mon-Sat every 20 mins between 6.45am - 7.07pm, hourly in the evenings. Half-hourly between 8.51am - 12.35am on Sundays.			
<b>Existing Public Transport Summary</b>	Fulbourn is currently served by the Citi1 bus service, which runs at a frequency of 3 buses per hour. This takes 45 mins to reach the city centre from the bus stop outside the hospital.			
<b>Existing Cycling Infrastructure</b>	Fulbourn has an off-road cycleway that runs to the edge of Cambridge.			
<b>Potential for Transport Improvements</b>	<p>Fulbourn is already served by the Citi1 bus service which runs at a frequency of 3 buses an hour from the centre of Fulbourn and 6 buses an hour from the Tesco store to the west of the village of Fulbourn.</p> <p>If this development and land between Teversham Road and Cow Lane were developed at the same time it is possible that with a combined total of 450+ dwellings there would be sufficient patronage to increase the frequency of buses travelling from the centre of Fulbourn into Cambridge from 3 buses an hour to 6 buses an hour.</p> <p>However, if this site came forward in isolation then improvements would be limited both by potential patronage and scale of S106 funding available.</p>			
<b>Likelihood of achieving high share of sustainable modes</b>	A car driver mode share of around 60% would be expected. To increase the modal share for public transport there would need to be an investment in bus priority measures and enhanced cycle facilities into Cambridge which are not totally within the gift of the site developer.			
<b>Section A conclusion:</b>	Fulbourn is one of the closer Rural Centres to Cambridge and offers the potential for sustainable travel by both bus and cycle, but is likely to still have a relatively high modal share for the private car unless journey times into the city by public transport can be reduced. The site has reasonable accessibility on foot to local services and facilities being around 15 minutes away.			

<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	Adjacent	<b>Allocated for another use in the LDF?</b>	GB/4b	
<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	No	
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No	Adjacent			
<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				
<b>Non Statutory Archaeological Site</b>	Yes	The site is located to the immediate south of a Roman settlement considered to be of national importance and subject to statutory designation (Scheduled Monument 95). Further evidence of Iron Age and Roman settlement is known to the east of the Scheduled Monument (HER 10240) and the settlement area is likely to extend into the proposed development area. Given the previously developed nature of the site County Council would not object to its allocation for redevelopment subject to appropriate investigation.			
<b>Previously Developed Land</b>	Yes				
<b>Agricultural Land Classification Grade 3 or above</b>	No	Grade 7			

<b>Ground Water Source Protection Zone</b>	Yes	Falls within the inner, outer and total catchment zones
<b>Drainage Issues</b>		The site is in Flood Zone 1. Development of this site will require flood risk assessments in accordance with PPS 25: Development and Flood Risk and associated guidance. Any development would have to be sympathetic to the underlying geology. This is major aquifer and the site is above source protection zones 1, 2 and 3. Groundwater recharge will be encouraged where possible to mimic the existing drainage and infiltration situation. Groundwater levels should also be investigated due to known problems at nearby Thomas Road.
<b>Land Contamination</b>	Possible	The site is bounded to the North by a railway line and there appears to have been a landfill to west of site. These are potential sources of land contamination. In addition due to the historical use as a hospital contaminated land is a material consideration that will require investigation and remedial as necessary so that land is suitable for use in accordance with PPS23 and associated British Standards / guidance.
<b>Air Quality Issues</b>	No	This site is not located within an area that experiences poor quality. However, residential development could lead to an increase in local traffic. 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	A single railway line is adjacent to the North of the site. Although it is not a main line railway noise will need assessment 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.
<b>Known Ecological constraints to development</b>	No	A phase 1 study carried out in August 2008 indicates that overall the Ida Darwin site is of low ecological importance. The majority of the site comprises amenity grassland with scattered trees, as well as buildings and infrastructure. The main potential issues are breeding birds within the scattered trees, plantation woodland, dense scrub land and species poor hedgerow; potential presence of reptiles within an area of tall ruderal plants, introduced shrub garden and poor semi improved grassland; potential bat roosts within some of the buildings; and potential badger setts and activity within and adjacent to the site.
<b>Section B Conclusion</b>		There are no major constraints to redevelopment of this brownfield site, other than its location in the Green Belt and need to comply with the MDS policy. Any scheme would need to be designed to protect or enhance the character or appearance of the Conservation Area and land contamination, noise and air quality could impact on the form of development.



<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	<p>Local Plan 1993 Inspector's Report (1992) - The Representor sought a positive policy approach that would not obstruct remodelling of the site, primarily for employment uses. The outcome was a criteria based policy regarding the change of use, conversion or redevelopment of buildings on the site. The report includes in the Inspector's conclusion's: 'The character of the sites is sufficiently different from that of either adjacent settlement to be effective in providing an essential minimum degree of separation. I consider that in terms of the green belt any overall scheme for the site should make use of the opportunity now provided to improve their apparent separation, and should, as an absolute minimum, make matters no worse than they are now.... In the special circumstances of this case, however, I regard a similar comparison of floor space as being relevant, as on visual and green belt grounds it may well be desirable that a smaller area of this site should be occupied by buildings, but that those buildings should be taller.'</p> <p>Local Plan 2004 Inspector's Report 2002 -  'I do not agree that the hospital site is so built-up that it fulfils no Green Belt function. In my view it would be inappropriate to exclude such a large site so close to the inner boundary of the Green Belt. This would open the way to dense redevelopment of the whole of the generally green (and at least partly open) area between the built-up edge of Cambridge and the Fulbourn village framework.'</p> <p>Development Control Policies DPD 2007 Inspectors' Report -The Development Control DPD is not the appropriate document to consider Green Belt boundaries which are not subject to a strategic policy requirement for review. The Cambridge Sub-Region Study (2001) rejected the treed grounds of Fulbourn Hospital as a location for development because of its contribution to the setting of Cambridge. However, the Council accepts that these well landscaped grounds can help mitigate development which may be agreed under MDS policy. We note that the Council accepts that within the restrictions imposed by MDS status in the Green Belt, as laid down in Annex C of PPG2, there are opportunities for further development to serve the needs of the hospital in accordance with MDS principles, without prejudicing the objectives of the Green Belt. We agree. The removal of part 2e of Policy GB/4 would not comply with national guidance in respect of MDSs.</p>
<b>Implications of scale of site for settlement character</b>	<p>Whilst the site would remain in the Green Belt, the development adjoins Fulbourn village and would be of a scale compatible with the size and character of a Rural Centre and would not have a significant impact on that character.</p>

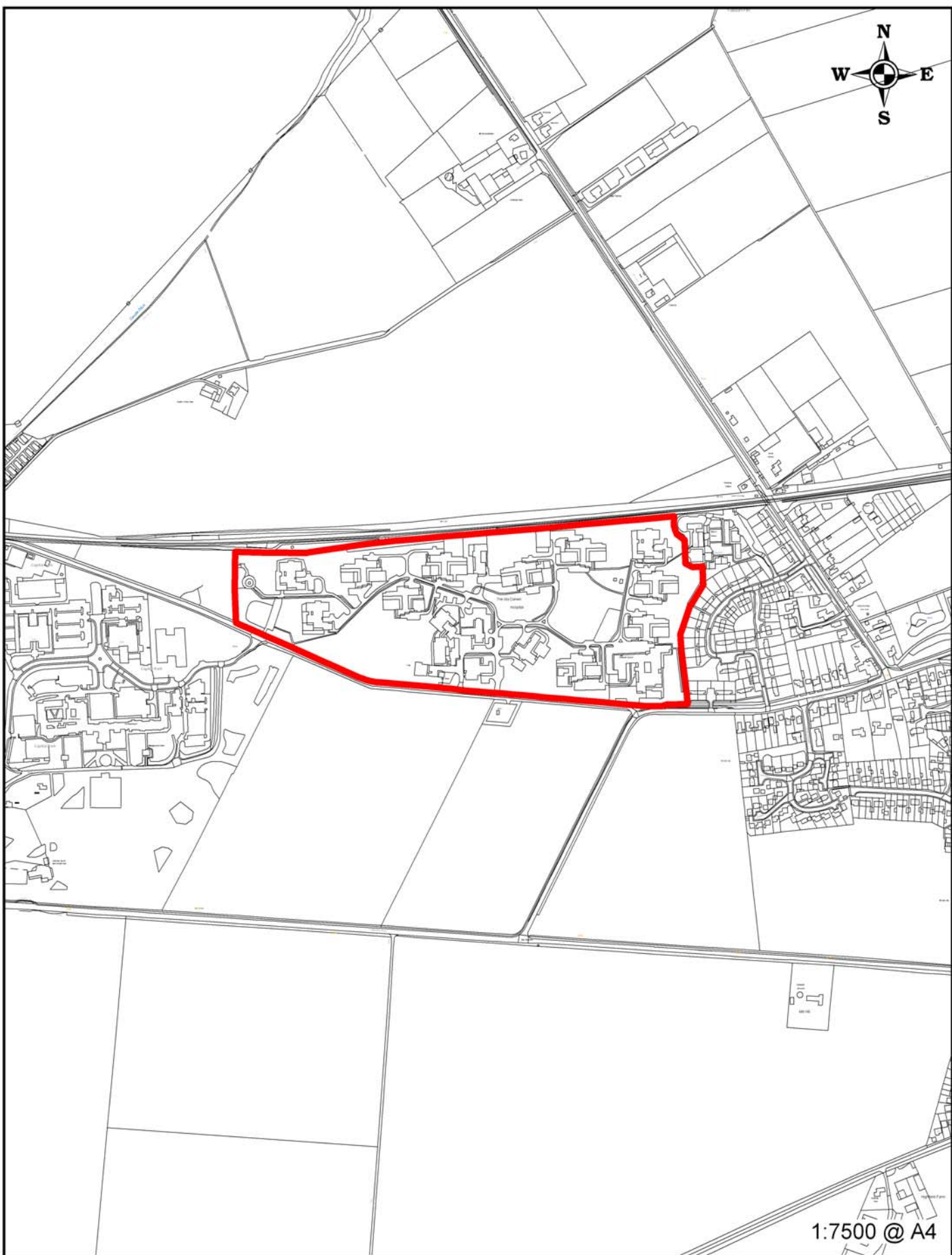
<p><b>Relationship to existing settlement</b></p>	<p>The Ida Darwin Hospital site adjoins the western end of Fulbourn village. As a previously developed site which is developed at a relatively low density in landscaped grounds it has a physical relationship with the village but a significantly different character which justifies its location in the Green Belt. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications for the relationship of the site with Fulbourn village and for the Green Belt by the removal of buildings entirely from the western part of the site.</p>
<p><b>Potential to create sustainable mixed development</b></p>	<p>The scale of development would not provide opportunities for any significant new services and facilities other than open space to serve the development. However, the location of the Major Developed Site in the Green Belt relative to a rural centre and also to significant employment at Fulbourn Hospital and Capital Park, as well as proximity to Cambridge, would enable a relatively sustainable development to take place.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>The current site is developed over the majority of its extent at a relatively low density with fairly large, mainly single storey commercial buildings. The development retains a relatively rural setting. Redevelopment of the site for residential use would change the character of the eastern part of the site, with higher density development, but has the potential to result in environmental improvement in accordance with Annex C of PPG2 "Green Belts". Due to the location of the site adjacent to Fulbourn village, it is anticipated that this change could be accommodated without unacceptable harm to local character. Furthermore, the relocation of some of the existing built footprint to Fulbourn Hospital provides the opportunity to create a new area of open space with a countryside character on the western part of the site and a greater extent of separation with Fulbourn Hospital, which would have benefits to the openness of the Green Belt. A development brief would be required to guide development on both the Ida Darwin and Fulbourn Hospital sites within the context provided by the Major Developed Sites in the Green Belt policy and to ensure protection of the Green Belt.</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> – As an existing developed site there would be limited change in the impact on the setting of Cambridge. It is possible that redevelopment of the eastern part of the site for housing could have a greater visual impact than the current low density development in landscaped grounds. However, the proposal to return the western half of the site to open countryside would significantly improve the open character of the Green Belt and setting of Cambridge.</p> <p><i>Prevent communities in the environs of Cambridge merging into one another and with the City</i> – The Fulbourn and Ida Darwin Hospital sites occupy a critical location between Cambridge and Fulbourn village. The gap between Fulbourn and Cambridge must be carefully managed to avoid the village merging with the city. However, the site already includes a significant amount of built development. As this is identified as a single Major Developed Site in the Green Belt, the proposed transfer of part of the existing built footprint from the Ida Darwin site to new development on the Fulbourn Hospital site would be consistent with principles of the policy for such sites and provides the opportunity to improve the openness of this part of the Green Belt.</p>
<p><b>Road capacity and access</b></p>	<p>It is likely that a satisfactory junction could be achieved into the Ida Darwin development from Fulbourn Old Drift.</p> <p>The existing use on the site generates trips, and the traffic impact will need to consider the loss of those uses, and any new uses on the Fulbourn Hospital site, along side the trips generated by new residential development.</p> <p>As well as the impact on local routes, the impact on the wider network will also need to be considered. The most likely routes are:</p> <p>North: via Teversham, and A1303 to A14/Jun 35 at Stow-cum-Quy;  East: via the Balsham Road to the A11 / Balsham Road junction;  South: via Great Shelford and A1301 and A505 to M11/Jun 10 at Duxford;  South-East: via A1307 to A11 / A1307 'Four Went Ways' junction at Abington.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>The representor proposes creation of a green wedge between Fulbourn and Fulbourn Hospital. This could potentially provide public access.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Delivery could depend on relocation of existing uses on the site prior to development.</p>

<p><b>Deliverable completions by 2016</b></p>	<p>The Mental Health Trust is currently exploring its future health care provision at Fulbourn, and the potential for residential development on part of the Ida Darwin site. They anticipate completion of a master plan in Spring 2009. They currently anticipate that the majority of the Ida Darwin site could be redeveloped by 2016, with a combination of residential development and new open space. The exact capacity will depend on the trade off of floor space detailed earlier in this appraisal, and the detailed design of the site. The Trust indicate a phased approach to development, with the majority of the site available for redevelopment prior to 2016. A figure of 215 dwellings has been utilised, based on the lower 250 dwellings figure allowing minus 15% of the site to come forward post 2016 (as indicated in their illustrative masterplan August 2008). This is considered to be a robust minimum figure for land supply purposes.</p>
<p><b>Section C conclusion:</b></p>	<p>The Major Developed Sites in the Green Belt policy provides a context for redevelopment of the Ida Darwin site for residential development in view of its location adjoining the village framework of Fulbourn and the potential for a development compatible with settlement character and Green Belt purposes.</p>

**Site Assessment Conclusion**

The designation as a Major Developed Site in the Green Belt offers some potential for redevelopment within the requirements of the policy. Development would need to be carefully designed to protect the setting of Cambridge but also has potential to enhance the separation of Cambridge with the necklace village of Fulbourn by consolidation of the built footprint to the eastern part of the site and relocation of some of the footprint to the Fulbourn Hospital part of the Major Developed Site.



1:7500 @ A4



# Site 11 - The Ida Darwin Hospital Fulbourn

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<b>Site Number</b>	12				
<b>Location</b>	Fulbourn				
<b>Site Name / Address</b>	Land between Teversham Road and Cow Lane				
<b>Objector [ref no]</b>	Hutchison Whampoa Properties (Europe) Ltd [3092]	<b>Rep No.</b>	12290	<b>Objection site ref</b>	35 (06.06)
<b>Objector's Proposal</b>	Allocate for residential development and include within village framework.				
<b>Site Size</b>	6.0 ha.				
<b>Housing Capacity</b>	240 dwellings at 40 dph.				
<b>Site Description</b>	Two open fields, divided by substantial hedge which runs north to south through the middle of the site.				
<b>Site Context</b>	Development on three sides; a mix of residential and commercial. Tree belt to the north, together with railway line, separates the site from the countryside to the north. Conservation Area adjoins to the south.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

Tier 1					
	Y/N	Note		Y/N	Note
<b>Green Belt</b>	No	Adjacent (white land)	<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>	Yes				
<b>Tier 1 conclusion:</b>	No specific constraints identified at tier 1.				

<b>Does the site warrant further assessment?</b>	Yes
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<b>Tier 2</b>
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<b>Section A</b>
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<b>Sustainability ranking of settlement</b>	5th
<b>Accessibility to local employment (ratio jobs to workers)</b>	1.13

<b>Accessibility to Key Cambridge Locations</b>		
<b>Science Park</b>	<b>City Centre</b>	<b>Addenbrookes</b>
11 km	7.5 km	5.5 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>	510m	925m	720m	1,140m
<b>Primary School</b>	550m	910m	1,035m	1,565m
<b>Secondary School</b>	3,120m	3,610m	3,510m	4,000m
<b>Post Office</b>	570m	910m	805m	1,335m
<b>Doctor's Surgery / Medical Centre</b>	460m	750m	935m	1,350m
<b>Existing Public Outdoor Sport</b>	900m	1,220m	1,230m	1,650m
<b>Existing Children's Formal Playspace</b>	1000m	1,340m	1,280m	1,705m

<b>Education Requirements or Potential for Additional Provision</b>	Development could be accommodated through the expansion of the existing primary school, and the expansion of Bottisham Village College.
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<b>Potential for Additional Services or Facilities</b>	The development would provide open space, but there is little opportunity for this scale of development to provide other new services or facilities.			
<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>	30m	485m	30m	570m
<b>Quality of Public Transport</b>	Good Quality. Mon-Sat every 20 mins between 6.45am - 7.07pm, hourly in the evenings. Half-hourly between 8.51am - 12.35am on Sundays.			
<b>Existing Public Transport Summary</b>	Fulbourn is currently served by the Citi1 bus service, which runs at a frequency of 3 buses per hour. This takes 50mins to reach the city centre from the centre of Fulbourn, reflecting the route of the bus via Addenbrookes and the Cambridge station.			
<b>Existing Cycling Infrastructure</b>	Fulbourn has an off-road cycleway that runs to the edge of Cambridge.			
<b>Potential for Transport Improvements</b>	<p>Fulbourn is already served by the Citi1 bus service which runs at a frequency of 3 buses an hour from the centre of Fulbourn and 6 buses an hour from the Tesco store to the west of the village of Fulbourn.</p> <p>If this development and Ida Darwin Hospital were developed at the same time it is possible that with a combined total of 450+ dwellings there would be sufficient patronage to increase the frequency of buses travelling from the centre of Fulbourn into Cambridge from 3 buses an hour to 6 buses an hour. However, if this site came forward in isolation then improvements would be limited both by potential patronage and scale of S106 funding available.</p>			
<b>Likelihood of achieving high share of sustainable modes</b>	To increase the modal share for public transport there would need to be an investment in bus priority measures and enhanced cycle facilities into Cambridge which are not totally within the gift of the site developer.			
<b>Section A conclusion:</b>	The site has reasonable level of accessibility to local services and facilities with food shop and post office being within a 10 minutes walk and the primary school within a 15 minute walk. Open space is around a 15 minute walk and new local open space would be provided in the development. It is within cycling distance of Cambridge and has an off-road route and public transport is good quality, although not high quality. Journey time into Cambridge remains an issue but this is common to all necklace villages. There is likely to remain a relatively high modal share for the private car unless journey times into the city by public transport can be reduced.			

<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	Adjacent	<b>Allocated for another use in the LDF?</b>	No	
<b>Designations in Minerals and Waste Plans</b>	No		<b>Other local designations</b>	No	
<b>Constraints</b>					
	<b>Y/N</b>	<b>Notes</b>			
<b>Conservation Area</b>	No	Adjoins on southern boundary of the site. This part of the Conservation Area is focused on the pumping station and associated ponds and cart wash along the northern side of Cow Lane that were built from 1885 (opened in 1891) to supplement Cambridge City's water supply.			
<b>Important Countryside Frontage</b>	No				
<b>Protected Village Amenity Area</b>	No	Adjoins 2 PVAAs to the south.			
<b>County Wildlife Site</b>	No				
<b>Local Nature Reserve</b>	No				
<b>Tree Preservation Order</b>	Yes	Area TPO north of Poorwell Water covers the south east section of the site. Area TPO in the grounds of the pumping station adjoins to the south west.			
<b>Public Rights of Way Crossing the Site</b>	No				
<b>Public Rights of Way leading from the site</b>	No				

<b>Non Statutory Archaeological Site</b>	Yes	The site is located in an area with high potential for surviving evidence of the Roman settlement of the area. Extensive evidence of Roman settlement is known to the west (HER 10240, Scheduled Monument 95) and east, where probable lime kilns and a cemetery were identified during construction of the railway (HER 06286). A probable Roman settlement is also known to the west (HER 06284). There is also some potential for remains of Saxon or medieval date, associated with the village of Fulbourn, to survive in the area. County Council would not object to the allocation of this site for redevelopment, subject to appropriate investigation.
<b>Previously Developed Land</b>	No	
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 7, small part of 2
<b>Ground Water Source Protection Zone</b>	Yes	Inner Zone
<b>Drainage Issues</b>	Yes	<p>There is a high water table in the general area. There have been serious flooding incidents in Thomas Road to the west. A pumped land drainage system was recently installed to prevent flooding of the area from a combination of high ground water and heavy periods of rainfall. Environmental Health advised that it was not possible to conclude that viable flood mitigation / attenuation measures such as pumped drainage or attenuation ponds can be provided and the site may even have to be elevated to deal with flooding.</p> <p>The representor has submitted further evidence on this issue. It states that there is a risk of groundwater levels at the site reaching, or being close to, the existing ground level. Such a situation would have an effect on the construction methods and could potentially affect the built development if mitigation measures were not included in the development proposals. It considers that the impact of any surface expression of groundwater can be mitigated through raising finished floor levels and setting access thresholds above the existing ground level. However, a high groundwater level can also affect surface water drainage systems and hence the design of such systems will need to reflect this. The representors concluded that the risk from groundwater flooding alone would not prevent residential development in this location, albeit that the mitigation measures and space required for the surface water drainage components would influence the masterplan.</p> <p>At time of writing this evidence was still being considered by the Council's drainage officer, and the Environment Agency.</p>

<b>Land Contamination</b>	Poss-ible	Adjoins vehicle works. Would require investigation and potentially remediation.
<b>Air Quality Issues</b>	No	<p>This site is not located within an area that experiences poor quality. However, residential development could lead to an increase in local traffic. 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.</p> <p>The North West of the site is bounded by industrial type units. Gatewood Joinery and P&amp;R Coachworks on Breckenwood Road are medium sized businesses and due to the nature of activities undertaken they have the potential to generate solvent odours. Gatewood Joinery are Architectural Joiner Manufacturers engaged in the manufacture and installation of bespoke joinery. It should be noted that they also have a spray finish facility on site. P&amp;R Coachworks undertake vvehicle bodywork and repair.</p> <p>Both of these businesses have the potential to generate solvent type smells / odours associated with aerosol paint spraying or similar. P &amp; R Coachworks have a spray booth with ventilation stacks that discharge to the rear adjacent to this site. Neither of these businesses requires permitting under and Pollution Prevention Control Regulation. An Environmental Health officer who visited the site indicated strong solvent type smell was clearly detectable with a zone 15 to 20 metres from the site boundary to the industrial units at Breckenwood Road. If residential premises were present in this area a statutory odour nuisance is likely to be caused.</p> <p>Odour that is generated off site cannot be mitigated by any works on the proposed development site.</p>

<b>Noise Issues</b>	Yes	<p>P &amp; R Coachworks and other industrial type units in Breckenwood Road adjoin the North West part of the site. Due to the current location of these industrial units, relatively distant from residential uses, the Council has not had any noise complaints. However the North West part of the objection site will be in close proximity to these industrial units and there is concern about placing noise sensitive receptors such as residential uses into an existing noisy environment. It is likely that future noise sensitive receptors in the proposed site will be located closer than existing residents.</p> <p>The west part of this proposed site (area to the west of the dividing hedge towards Teversham Road) is subject to very high daytime ambient industrial noise levels that are likely to cause serious noise disturbance to any future residents. The level of industrial noise levels would indicate not only that complaints are likely but also that complaints of very serious noise disturbance would be likely.</p> <p>Noise mitigation measures by conditions could be considered and are theoretically possible. However due to the high ambient noise levels it cannot be certain if any or a combination of these can reduce both internal and external noise levels to an acceptable level. There are also issues of practicable design and financial feasibility of noise mitigation measures.</p> <p>Evidence currently available is not sufficient to demonstrate that the site is suitable and achievable.</p>
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<p><b>Known Ecological constraints to development</b></p>	<p>A Phase 1 Habitat Survey was carried out in July 2008. Overall, the Land at Teversham Road is of low ecological importance apart from the chalk stream which is a UK Priority Habitat. The majority of the site comprises of poor semi-improved grassland bordered by hedgerows and mature trees. The main ecological issues are breeding birds within the areas of trees and hedgerows, potential presence of reptiles within the areas poor semi-improved grassland and along the edges of the hedgerows, potential bat roosts within mature trees bordering the site, potential for a Badger setts, potential for Water Vole and Otter along the course of the chalk stream. If the habitats likely to contain these species are to be effected then full species surveys are required in order to properly informed the design and to avoid or reduce impact upon important species.</p> <p>Any development would need to take the chalk stream into consideration along with measures for its conservation. The stream feeds into Wilbraham Fen, a SSSI (approximately 3km north of The Site) and any pollution may lead to the degradation of this protected area. Although unlikely, consideration should also be given to any possible negative impact of the proposed development on the Low Meadow and Reedbed Priority Habitats located at Great Wilbraham Common and Fulbourn Fen. The implications for the nearby SSSI would need to be discussed with Natural England in order to ensure that these nationally important sites are not adversely affected in any way.</p>
<p><b>Section B Conclusion</b></p>	<p>Drainage issues could be a fundamental constraint on development, unless detailed evidence can demonstrate that a satisfactory solution can be found. Any proposal would need to ensure that the character and appearance of the conservation area would be protected or enhanced. Noise and odour are considerable constraints to development on the western part of the site.</p>

<p style="text-align: center;"><b>Section C</b></p>	
<p style="text-align: center;"><b>Planning Considerations and Delivery</b></p>	
<p><b>Planning History</b></p>	<p>Local Plan 1993, Inspector's Report (1992) - The western part of the current site was proposed for development in the Council's draft local plan, but this was replaced by an alternative allocation by the Inspector (a site of former nurseries between Cambridge Road and Shelford Road that has subsequently been built). The report states: 'Both sites can be readily seen, but I consider that local topography, and especially the way in which the former nurseries lies below rising ground, would significantly reduce any prominence of buildings on that site. Considerations about distances from the village centre, additional traffic generation and suitability of roads to cater for it are, in my judgement, finely balanced, but I agree with the Parish Council and the local residents that development at Fulbourn 1 would have a substantially greater adverse effect upon the rural character of the</p>

	<p>site and its surroundings... The land to the east of Fulbourn 1 is open and has some affinity with the broad sweep of the countryside to the north and also with the land subject to the present policy Fulbourn 1. There would be a good case for including it in a larger combined allocation were I not to be recommending the substitution of an alternative site.'</p> <p>Local Plan 2004, Inspector's Report (2002) – The Inspector concluded: 'I saw that it would be possible to develop this large site with only limited local visual impact, subject to careful design at the boundaries with the Conservation Area. In addition, I note that the land has been actively considered as a candidate for development at a number of stages in the past including at the last Local Plan Inquiry' (paragraph 31.20).</p>
<b>Implications of scale of site for settlement character</b>	The scale of development is compatible with settlement character of this Rural Centre.
<b>Relationship to Existing Settlement</b>	The site has development on three sides and half of the fourth side. The railway line runs along the other half of the fourth side. The site is relatively accessible to the services and facilities which are towards the eastern end of Fulbourn. It is separated from the wider countryside by the railway line, and in places there is a strong treed boundary. However, particularly in the eastern part of this boundary, the countryside beyond remains visible. The site relates well to the rest of the village whilst providing a green lung on the edge of the village.
<b>Potential to create sustainable mixed development</b>	The representor proposes the provision of public open space as part of the development. The scale of the site would not support any significant enhancement of local services and facilities. The development would not therefore in itself provide a sustainable mixed development and would rely on existing local services and facilities, for which it would provide extra patronage.
<b>Impact of development on local character and appearance</b>	<p>Development would extend the built up area of the village north, towards the railway line. The site is well screened to the north by a tree belt and the railway line, although this tree belt is thinner to the north west of the site, and development could impact on the countryside beyond.</p> <p>The open fields form a soft edge to the village, which enhance the rural setting of the northern part of the village and also the setting of the Conservation Area which adjoins the southern part of the site, focused on the pumping station and associated ponds and cart wash along the northern side of Cow Lane built to supplement Cambridge City's water supply. These are identified as positive open spaces in the draft Fulbourn Conservation Area Appraisal. The former pumping station, a tall chapel-like building, is now used as offices and is identified as a focal building and a positive building in the Conservation Area Appraisal. Development on land to the north could impact on the character or appearance of the Conservation Area. The setting of the historic buildings and features that relate to the provision of a water supply to Cambridge benefit from the countryside character of the area and the rural setting to the north.</p>

	Two areas to the south of the site have been identified as Protected Village Amenity Areas. The character of land known as Poorwell Water particularly benefits from the open setting to the north, and its character would be considerably altered by development.
<b>Impact on purposes of the Green Belt</b>	N/A.
<b>Road capacity and access</b>	There is the potential to create a vehicular access to the site from Teversham Road with some limited development served from Cox's Drove.
<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	No specific proposals are put forward. Countryside access to the north is limited by the presence of the railway line.
<b>Deliverability (Key Infrastructure Constraints)</b>	The key to deliverability would be whether the constraints of noise and odour could be overcome, particularly for the western part of the site.
<b>Deliverable completions by 2016</b>	Due to the site being of relatively small scale, there are no known constraints to its completion prior to 2016.
<b>Section C conclusion:</b>	<p>Development of the eastern part of the site could impact on the appearance of the area due to the openness to the north. Impact of development on the western part on the wider landscape would be limited because it is surrounded by development on three sides.</p> <p>There is potential for an adverse impact on the historic character of this part of the village and any scheme would need to ensure that the character and appearance of the conservation area would be protected or enhanced. There are a number of site-specific designations on the site that would need to be considered in any development proposal. Any scheme would need to consider the impact on the protected trees on the site. The location on a water Source Protection Zone would require appropriate investigation and mitigation in addition to the local water table issues identified. The aquifer is licensed to Cambridge Water Company as part of its overall supply to the Cambridge area.</p>



### Site Assessment Conclusion

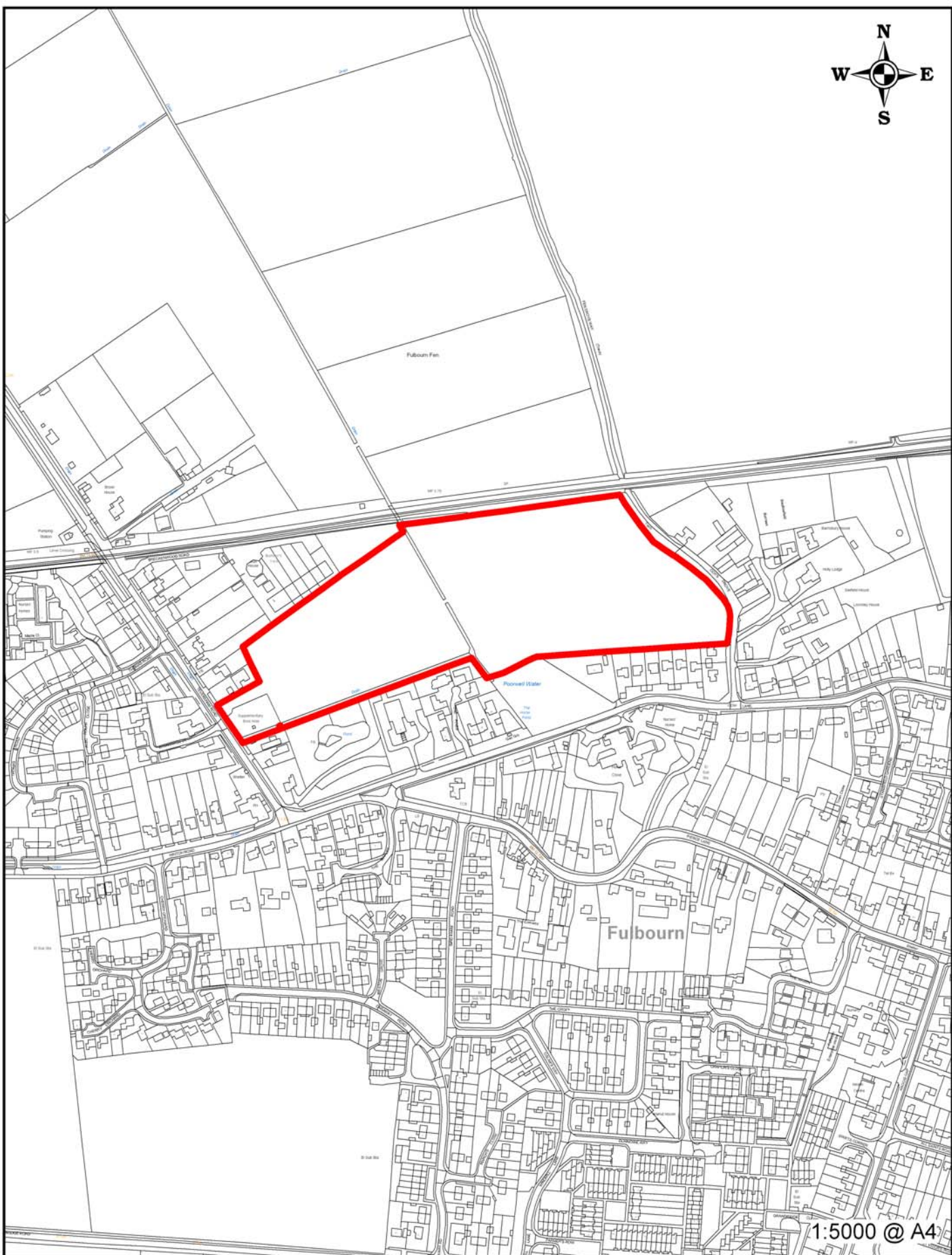
Fulbourn is the fourth most sustainable settlement of the 6 settlements being considered, due to its proximity to Cambridge. This site is not designated as Green Belt, is relatively enclosed, and relates well to the built area of Fulbourn, although it forms a green lung on the edge of the village. The site has good access to the services and facilities of Fulbourn, and the good quality public transport to Cambridge.

The impact of development on the wider landscaper would be greater from the eastern half of the site, where the frontage to the north is more open. The historic character of this part of the village would be affected. Development of the eastern part of the site would also particularly affect the Protected Village Amenity Area at Poorwell Water.

There are a number of site-specific issues which particularly impact on the developability of the western half of the site, in particular noise and odour issues may be difficult to overcome.

In addition drainage issues caused by the high water table and the groundwater protection zone, and the TPO would need to be addressed by any development scheme.

These constraints mitigate against development.



## Site 12 - Land between Teversham Road and Cow Lane, Fulbourn

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<b>Site Number</b>	13				
<b>Location</b>	Cambourne				
<b>Site Name / Address</b>	Land West of Cambourne				
<b>Objector [ref no]</b>	The Cambourne Consortium [2621]	<b>Rep No.</b>	15856	<b>Objection site ref</b>	7 (06.07)
<b>Objector's Proposal</b>	Allocate site for residential development, to provide a new "fourth village" of approximately 1,000 dwellings by 2016 with associated public open space and community infrastructure including a neighbourhood centre and a strategic green wedge to separate the new village from the remainder of the settlement. The objector proposes a density of 30 dph and the built footprint sought is therefore presumably significantly smaller than the objection site, and according to a subsequent public consultation by the objector would be in the NE part of the objection site adjacent to the business park and part of Lower Cambourne.				
<b>Site Size</b>	Full objection site: 161.9 ha. Development area: 58.1ha.				
<b>Housing Capacity</b>	Objector proposes approximately 1,000 dwellings but the whole objection site could accommodate a much larger number.				
<b>Site Description</b>	The duly made objection site comprises a large open area of countryside to the west of Cambourne. A predominantly greenfield site with a former farm complex in the centre of the site now in small scale employment use and another small scale employment use on the frontage of the A428, both consistent with rural diversification policies, with two residential properties adjacent. The site excludes the restaurant to the south east of the junction of the A428 and A1198. The objector has subsequently carried out public consultation which included a draft masterplan showing that the area proposed for development would be in the NE part of the area, adjacent to the Business Park and part of the edge of Lower Cambourne.				
<b>Site Context</b>	The village of Cambourne lies to the east. The site is bounded on the other three sides by roads: the A428, A1198 and the Caxton Bypass, with open countryside beyond in all directions.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

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>	Yes				
<b>Tier 1 conclusion:</b>	No specific constraints identified at tier 1.				
<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>	7th	
<b>Accessibility to local employment (ratio jobs to workers)</b>	As Cambourne is still being built out, the eventual number of jobs will depend on how the remaining employment land in Cambourne, in particular the business park, is implemented and taken up. Estimates of around 4800 to 5300 jobs have been provided by recent evidence in connection with planning applications. Using the 2001 census district average of 1.25 economically active persons per dwelling for the planned 4250 dwellings, gives an estimated working population of 5300. This gives a ratio in the order of 1.	
<b>Accessibility to Key Cambridge Locations</b>		
<b>Science Park</b>	<b>City Centre</b>	<b>Addenbrookes</b>
17 km	15.5 km	19.5 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>	880m	2,010m	1,010m	2,145m
<b>Primary School</b>	940m	2,010m	1,100m	2,295m
<b>Secondary School</b>	7,490m	8,670m	11,690m	12,875m
<b>Post Office</b>	3,030m	2,010m	3,490m	4,745m
<b>Doctor's Surgery / Medical Centre</b>	1,035m	2,220m	1,090m	2,275m
<b>Existing Public Outdoor Sport</b>	280m	1,385m	340m	1,440m
<b>Existing Children's Formal Playspace</b>	355m	1,425m	640m	1,750m
<b>Education Requirements or Potential for Additional Provision</b>	Additional pupils would require a two form entry primary school. Contributions to enhanced secondary education would be needed, and this is not likely to be possible at Comberton Village College as for the earlier phases of Cambourne due to capacity issues. The County Council has advised that there is a need for a secondary school to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. Any secondary school at Cambourne would be federated to Comberton Village College. Additional development would add to the demand for secondary places and would also offer the opportunity for identifying a site for a secondary school.			
<b>Potential for Additional Services or Facilities</b>	The development would need to provide its own open space. The objector's recent public consultation included a masterplan that shows a new neighbourhood centre as part of the development. However, in viability terms, the potential to provide other enhanced services and facilities within the development and without having an adverse impact on the main village centre must be questionable, whilst the physical scope to enhance or provide new facilities within the village centre is limited.			
<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>	320m	1850m	335m	2380m

<b>Quality of Public Transport</b>	Good Quality. Mon-Fri every 20 mins between 6.15am - 8.25pm and hourly in the evenings. Sat every 20 mins between 7.20am - 8.25pm and hourly on Sunday between 9.27am - 11.27pm.
<b>Existing Public Transport Summary</b>	Cambourne is currently served by the Citi4 bus service, which runs at a frequency of 3 buses per hour. This takes 45mins to reach the city centre from the western side of Cambourne.
<b>Existing Cycling Infrastructure</b>	It is now possible to travel by bicycle from Cambourne to the edge of Cambridge along the route of the old A428, which is now a lightly-trafficked route.
<b>Potential for Transport Improvements</b>	<p>Given the distance Cambourne is from Cambridge it is unlikely that a high proportion of residents could ever be encouraged to cycle into Cambridge. Given the number of dwellings proposed here (around 1000) it is likely that the site would most sensibly be served by an extension to the existing Citi4 service that currently terminates in Lower Cambourne. There is the potential that the patronage generated from this site could justify increasing the frequency of the Citi4 from 3 buses an hour to 4 buses an hour. However times from this site into the city centre would likely be in excess of 45minutes.</p> <p>The objector suggests that the site has the potential to create a new Park and Ride and High Quality Public Transport. However, the County Council states that Park &amp; Ride remote from Cambridge is not part of the transport strategy for the Cambridge area, and that it is not suitable in this location. It also advises that provision of HQPT may be achieved at part of St. Neots to Cambridge corridor improvements as part of the TIF bid.</p>
<b>Likelihood of achieving high share of sustainable modes</b>	The 2006 Cambourne Study showed that almost 80% of people drive to work with the current level of public transport. Even with a greater level of public transport it would not significantly reduce the overall dominance of the car as the primary mode of movement, in view of distance from Cambridge and journey time. Given the distance Cambourne is from Cambridge it is unlikely that a high proportion of residents could ever be encouraged to cycle into Cambridge.
<b>Section A conclusion:</b>	Cambourne is the least sustainable of the 6 settlements that are reasonable locations for development to make up the housing shortfall. It has Good Quality Public Transport and whilst there may be potential to improve this to a 10-15 minute frequency (which might move it to High Quality Public Transport), the journey times to Cambridge will remain lengthy and it is anticipated that the mode share for the private car will remain high. There are existing services and facilities in Cambourne, but these are a relatively long walk from the site and there is no evidence to support the viability of providing new services and facilities in the new development in a new neighbourhood centre, other than open space, a primary school and potentially a secondary school if a more appropriate central location cannot be found. There is the potential for reasonable local employment and the site would be easily accessible to the business park.

<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	Adjacent	<b>Allocated for another use in the LDF?</b>	No	
<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>	Yes	Footpath along eastern boundary adjoining lower Cambourne, footpath through centre of site to Swansley Wood Farm, footpath on northern edge of site near A428.			
<b>Public Rights of Way leading from the site</b>	Yes	Public Rights of Way to Caxton, and to the north.			

<b>Non Statutory Archaeological Site</b>	Yes	Archaeological investigations on the Cambourne site and in the vicinity (including the improvements to the A428 and ongoing work on a Cambridge Water pipeline) have revealed extensive areas of important archaeological remains. The site is located in a landscape of high archaeological potential. The 12th century moated manorial site Swansley Wood is located in the area (HER 01087). Specific areas of archaeological sensitivity within the site cannot be defined on the basis of current knowledge. The problem is exacerbated in this area by the unresponsive nature of the boulder clay geology, which is generally unresponsive to remote sensing. The County Council comments are an assessment of potential based on interpretation of known sites within the context of an archaeological landscape. They would need further information before they could provide detailed advice on the suitability of the site for development. On the basis of current information County Council would object to the allocation of this site, as development could have a severe detrimental impact on the archaeological landscape.
<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>	Yes	Development of this site would require flood risk assessments in accordance with PPS 25. The Environment Agency has expressed concern with regard to the impacts on the recipient watercourse from the Uttons Drove Sewage Treatment Works (STW) which would be the likely recipient of foul water drainage from development in this area. Any development at this location would be required to demonstrate that there was enough capacity within the recipient foul water drainage system, or that the system could be upgraded in order to facilitate any proposed growth (above design capacity).
<b>Land Contamination</b>	Possible	Existing agricultural and industrial units within the site. Would require investigation and potentially remediation.



<b>Air Quality Issues</b>	No	The site is not located within an area that experiences poor air quality. However, the site may hold up to 1000 dwellings, which has the potential to generate a significant amount of extra traffic on the A428 and surrounding road networks. With this in mind, the Council would require a full and detailed air quality assessment, the content of which should be agreed with the Council prior to being carried out. Future circumstances along the A428 are not known, therefore air quality will be a moderately significant issue. However, it is recommended that allocation of land for housing development should not occur within 30m of a busy trunk road, and a buffer of 30m should be incorporated.
<b>Noise Issues</b>	Yes	The North of the site is bounded by the A428. Traffic noise will need assessment 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.
<b>Known Ecological constraints to development</b>		The site was subject to field survey in May 2006. The majority of the site is agricultural in nature. There are a number of hedges and some tree planting along field boundaries, particularly to the north of the site along the A428. Swansley Wood farm includes a small plantation of field maple, whitebeam, cherry and sycamore is present to the south-west and to the north-east of the farm building is a gappy line of Leyland cypress with a few more present near the workshops. A field pond lies to the south-east of the farm, fed by a ditch. There are a number of ditches on the site, and a balancing pond adjoining the A428. Ditches were overgrown at some points, but further south were noted to contain water. Habitats and flora were noted to be common or widespread in Cambridgeshire. The farm pond was considered to have poor to moderate potential to support great crested newts, with the ditches and balancing pond having low potential. Further surveys would need to be carried out to establish whether great crested newts are present on this site, given they are present in Cambourne, but the potential is considered to be low. A small number of trees could have potential for bats. Badgers were noted to be present. The arable fields currently provide habitat for nesting and wintering skylarks, and development of the site could cause some loss of habitat for this species. Potential mitigation measures include maintaining connectivity between existing badger setts, and improving the water environment in the ditches. Japanese knotweed would need to be removed.
<b>Section B Conclusion</b>		There is a need to explore the issue of capacity at the Uttons Drove Sewage Treatment Works which will also serve Northstowe and ensure adequate provision can be made on view of the impact of other planned new developments. Land contamination needs to be explored. This, together with air quality and noise may impact on the location and form of any development but are not anticipated to prevent development. These issues are likely to be capable of mitigation. However, further information on archaeology would be required to demonstrate whether the site is suitable for development.

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	<p>The original Section 77 Inquiry (1992, relevant extracts provided as Examination Reference Document RD/SSPEXam/90) into 8 concurrent applications for a new settlement in various locations in the A45 (now the A428) Corridor considered the merits of locating Cambourne in the location of the objection site. The current objection site formed part of a wider site known as Swansley Wood. The Inspector's Report categorised the 8 sites as either sites with very strong objections, sites with strong objections and a site proposed for grant of planning permission. Swansley Wood was one of 3 sites falling into the second category. The Secretary of State supported the Inspector's recommendation and concluded that "the objections relating to the setting of the site on the high ridge along the A45 in the vicinity of Caxton Gibbet and the impact on the wide and open landscape of considerable character represent a strong objection to the development proposals and outweigh the advantages of a Caxton bypass and a Country Park within a large and flexible site". The Inspector commented that "during my visits to the area I was struck by the open rolling nature of the countryside seen to the south from the high ridge of the A45. Swansley Wood is clearly integral with this panorama, it is the sort of site that should be protected from inappropriate development by countryside protection policies" (paragraph 22.2.7). He also stated that "although the quality of the landscape within the site itself is not all that high, it is an essential part of a wide and open landscape of considerable character. I judge this to be a strong objection to its development" (paragraph 24.3.6). In the event, the Council granted planning permission for Cambourne on a site that included the eastern part of the Swansley Wood site, which had the benefits of securing the Caxton bypass whilst retaining the western part of the Swansley Wood site that was most important in landscape terms.</p>
<b>Implications of scale of site for settlement character</b>	<p>A major development of approximately 1,000 dwellings would be significant in relation to the planned size of Cambourne. It was originally conceived as a linked group of 3 villages totalling 3,300 dwellings surrounding a combined centre and is now proposed to be in the order of 4,000 by virtue of building the last parts of Cambourne at higher densities than earlier phases to raise the overall density to 30 dph, the current national minimum. A further fourth village would increase the overall size of Cambourne by 30% over the original planned size and by 25% over the current planned size. It would be located at some distance from the centre from which it would be separated by relatively low density development. Cambourne was not designed to be extended in this way and development would have significant implications for sustainable movement within Cambourne and for settlement character.</p>
<b>Potential to create sustainable mixed development</b>	<p>The scale of the proposed development is such that it would need to provide its own primary school and open space within the development. The objector's recent public consultation included a masterplan that shows a new neighbourhood centre as part of the development. However, in viability terms, the potential to provide</p>

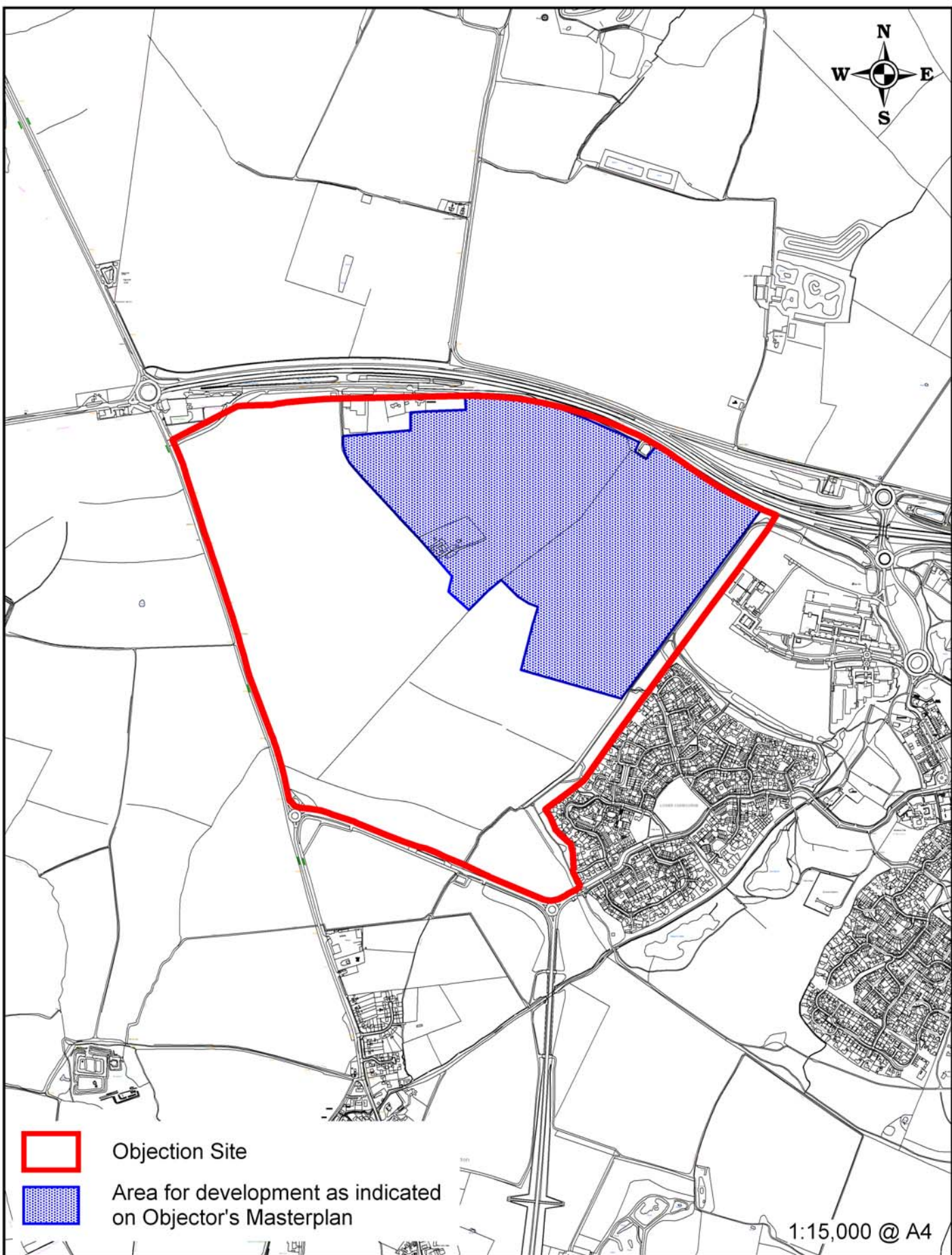
	<p>other enhanced services and facilities within the development and without having an adverse impact on the main village centre must be questionable, whilst the physical scope to enhance or provide new facilities within the village centre is limited. Contributions to enhanced secondary education would be needed, and this is not likely to be possible at Comberton Village College as for the earlier phases of Cambourne due to capacity issues. The County Council has advised that there is a need for a secondary school to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. It is therefore not a specific benefit of this proposed development. However, if the site were to be allocated, it would provide an opportunity to locate the secondary school, if a more appropriate location central to Cambourne cannot be identified. The objector suggests that the site has the potential to create a new Park and Ride and High Quality Public Transport. However, the County Council states that Park &amp; Ride remote from Cambridge is not part of the transport strategy for the Cambridge area, and that it is not suitable in this location. It also advises that provision of HQPT may be achieved at part of St Neots to Cambridge corridor improvements as part of the TIF bid.</p>
<p><b>Relationship to Existing Settlement</b></p>	<p>The site is adjacent to existing parts of Cambourne. However, it is not clear how the new “fourth village” would link with Lower Cambourne or the Business Park, particularly for vehicular traffic. It is physically well related to the Business Park, although the access road through the employment area has not been designed as a through route to general traffic and the suitability of direct access from the objection site would need careful consideration. The site is some distance from the village centre, which reduces the ability for the creation of sustainable patterns of movement.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>There are long distant views from the A428 across the area and to the wider countryside beyond. The A428 is level with the site, which is very flat over the majority of the site. There are also open views particularly approaching Cambourne from the west along the A428 where there are clear views of the new village, including Lower Cambourne and the Cambourne Business Park, but this is seen across open countryside which provides a rural setting which would be largely lost through development on the objection site. There is also a strong rural character along the A1198 with views through the hedgerows across the site. The southern boundary to the site is the approach from the new Caxton Bypass where the site rises gently up from the road and provides a rural context for this entrance to the village. Expansion in this location would be particularly visible in many long distant views from the west and south. The present development of Cambourne has a marked impact on the local landscape, visible as long, low rooflines on the high ground. Further development would convert these long views into short and medium ones, particularly prominent due to the relatively high position and open aspects. Development into this area would also bring Cambourne ever closer to Caxton and also to similar developments at Papworth Everard, particularly from the A1198 where both would be visible.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p>N/A</p>

<p><b>Road capacity and access</b></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. This would apply to allocations in Cambourne. Additionally, allocations in Cambourne would put particular pressure on the A1303 St Neots Road / Madingley Road between the A428 and Cambridge. Any development at Cambourne would have to demonstrate that this would not lead to congestion on the A428 Trunk Road, and that any public transport proposals relied upon to deliver sustainable travel options were not prejudiced by traffic conditions. The County Council advises that depending on the final format of the A14 improvement scheme, there would be potential for traffic travelling westbound on the A14 from Cambourne to add to congestion in Huntingdon.</p> <p>The Highways Agency would not object to an allocation at Cambourne provided any impacts on the Trunk Road network were properly identified and, if necessary, mitigated. Based on current knowledge, the main line A428 dual carriageway section between Caxton Gibbet and Girton (but not including the junctions at either end) is likely to have sufficient capacity to accommodate any allocation. The Caxton Gibbet roundabout is likely to need a substantial increase in capacity and there would be issues on the single carriageway section of the A428 west of this junction quickly leading to long platoons of slow moving traffic. This would not lend itself to resolution by a single private developer and would lead to pressure to bring forward a major scheme to improve the A428 between Caxton and the A1. This might be tolerable to the Highways Agency in the medium term until such time as it is possible to bring forward such a scheme. However, individual junctions along this section might require selective upgrades in order to preserve adequate conditions for local traffic wishing to join and/or cross the Trunk Road. The grade separated junction at the Cambourne A428 junction might require modification such as to the geometry of individual roundabout entry arms and to individual merge or diverge tapers. The HA advises that the level of impact on the M11/A14 Girton exchange and beyond would be likely to be acceptable given the number of alternative routes available for traffic generated at Cambourne.</p> <p>The County Council advises that overall accessibility to this site is poor except via the A428, which is not suitable for sustainable modes. Any allocation considered under the current policy framework, should aim to make public transport as or more reliable than the private car. For sites around Cambourne, this is a challenging aim for trips into Cambridge, given the constraints over the length of the section of the A1303 between the A428 and Cambridge.</p> <p>On first inspection vehicular access to the site would seem achievable through connecting into the existing secondary street network of Lower Cambourne and a new primary access that runs between the business park and the A428. However, if the route of the primary road access cannot be achieved then to have a primary access via the secondary street network for this many dwellings</p>
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	would possibly present problems with capacity and accessibility for public transport vehicles. The only option would be to provide direct accesses onto the A1198 or the northern section of the Caxton Bypass, which would not be desirable. In addition, given the likelihood of a high modal share for cars there is a potential question over the capacity of the A428 junction overall to cope with a developed out Cambourne and the objection site.
<b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b>	Site is larger than development required, so there is potential for additional countryside access.
<b>Deliverability (Key Infrastructure Constraints)</b>	Achieving satisfactory road access to the site and adequacy of the A428 junction capacity need to be confirmed. The provision of a Secondary School would be required. Capacity in Uttons Drove STW needs to be established. Land contamination, noise and air quality could impact on the location and form of development and therefore potentially on number of dwellings.
<b>Deliverable completions by 2016</b>	Approximately 1,000 dwellings.
<b>Section C conclusion:</b>	A major development of this scale would have a fundamental impact on the character and functioning of Cambourne. It is not consistent with the original vision for Cambourne. It would take the overall scale of the village to 5,000 dwellings, a scale of development for Cambourne which was never intended by the original masterplan which does not lend itself readily to such physical expansions. This is moving towards the scale of a small town but there are no proposals to bring enhancements to the village centre to reflect the increasing population and limited physical capacity to do so. The Masterplan for a town would be completely different for example with higher density development at the centre putting a higher proportion of its residents in close proximity to the greatest concentration of services and facilities. By contract the site of Northstowe for 9,500 dwellings occupies 432 hectares compared to the present site area for Cambourne of 417 hectares. The challenge would be to incorporate a new fourth village in a way that did not have unacceptable landscape impacts and which ensured that the overall relative sustainability of Cambourne was not compromised in terms of adequate services and facilities. A number of infrastructure constraints also need to be addressed by the objector.

### **Site Assessment Conclusion**

Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development such as this was never intended by the original Masterplan and the development of Cambourne is now too far advanced to fundamentally change the Masterplan to create a sustainable small town scale of development. There are concerns about the potential to bring improved range of services and facilities commensurate with the level of development and of a sufficiently higher order than those currently provided or planned to upgrade significantly the sustainability of Cambourne, particularly in view of the lack of space in the existing centre. Development would have landscape impact and affect the setting of Cambourne. However, whilst development would be less than satisfactory, if there were no other more suitable alternative sites in more sustainable locations, the site does relate better to the existing form of Cambourne than other objection sites and could provide an extension to the village that would at best be perceived as such visually and functionally, subject to the infrastructure challenges being satisfactorily addressed, including the objection from the County Council on archaeological grounds.



Objection Site



Area for development as indicated on Objector's Masterplan

1:15,000 @ A4



# Site 13 - Land west of Cambourne

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<b>Site Number</b>	14				
<b>Location</b>	Cambourne				
<b>Site Name / Address</b>	Land North of the A428				
<b>Objector [ref no]</b>	Harcourt Developments Ltd. [1735] & Martin Grant Homes Ltd [1736]	<b>Rep No.</b>	15855 / 15859	<b>Objection site ref</b>	5 (06.07)
<b>Objector's Proposal</b>	Allocate site for new neighbourhood of 2,500 dwellings, with employment, leisure and retail uses, the provision of a secondary school, and footpath and cycle links to the existing parts of Cambourne.				
<b>Site Size</b>	Full objection site: 482.6 ha. Development area: 102.7ha.				
<b>Housing Capacity</b>	Objector proposes a total of 2,500 dwellings but the whole objection site could accommodate a much larger number.				
<b>Site Description</b>	The duly made objection site comprises a large area of open countryside north of the A428, opposite Cambourne. The site is largely agricultural fields, separated by hedge rows and areas of woodland. The objector's evidence to the examination includes a master plan that shows an area identified for development in the eastern part of the site that comprises mainly fields in agricultural uses.				
<b>Site Context</b>	The village of Cambourne lies to the south, from which the site is separated by the dual carriageway A428 trunk road and the old A428. The site is bounded to the east and west by rural roads to Knapwell and Elsworth respectively, with open countryside beyond in both directions. There is open countryside to the north of the site.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

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>	Yes	Elsworth Wood SSSI within objection site, but outside area proposed for development in representor's masterplan

<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	Yes	New Inn Farmhouse on southern boundary just off St Neots Road, very small part of site
<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 does not physically abut Cambourne, but lies opposite it, separated by the A428 and the old A428.				
<b>Tier 1 conclusion:</b>	No site specific constraints identified at tier 1, but A428 and old A428 suggest a poor physical and functional relationship with Cambourne.				
<b>Does the site warrant further assessment?</b>	Yes. This is specifically in view of the physical proximity of the site opposite Cambourne, notwithstanding the presence of the barriers of the A428 and old A428. Subjecting the site to a detailed assessment will ensure a direct comparison on a consistent basis with other site options to test whether it could form a reasonable extension to Cambourne, including the impact of the physical, visual and perceived separation provided by the A428 and old A428.				

**Tier 2**

<b>Section A</b>	
<b>Sustainability ranking of settlement</b>	7th
<b>Accessibility to local employment (ratio jobs to workers)</b>	As Cambourne is still being built out, the eventual number of jobs will depend on how the remaining employment land in Cambourne, in particular the business park, is implemented and taken up. Estimates of around 4800 to 5300 jobs have been provided by recent evidence in connection with planning applications. Using the 2001 census district average of 1.25 economically active persons per dwelling for the planned 4250 dwellings, gives an estimated working population of 5300. This gives a ratio in the order of 1.

<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
14.5 km	13 km		17 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>	710m	2,050m	920m	2,420m
<b>Primary School</b>	800m	2,200m	1,070m	2,570m
<b>Secondary School</b>	6,000m	7,500m	10,035m	11,535m
<b>Post Office</b>	2,100m	2,200m	4,460m	5,955m
<b>Doctor's Surgery / Medical Centre</b>	640m	2,000m	995m	2,500m
<b>Existing Public Outdoor Sport</b>	220m	1,610m	1,220m	2,720m
<b>Existing Children's Formal Playspace</b>	300m	1,700m	1,095m	2,595m
<b>Education Requirements or Potential for Additional Provision</b>	<p>Additional pupils would require a three form entry primary school. Contributions to enhanced secondary education would be needed, and this is not likely to be possible at Comberton Village College as for the earlier phases of Cambourne due to capacity issues. The County Council has advised that there is a need for a secondary school to serve Cambourne as a school federated to Comberton Village College based on current planned growth which is being explored, and that provision is not dependent on additional growth. Additional development will add to the demand for secondary places and would also offer the opportunity for identifying a site for a secondary school. However, the site is physically separated from the main body of Cambourne by the dual carriageway A428 and the village approach roads such that the District Council considers would not be a good location for a secondary school serving Cambourne.</p>			
<b>Potential for Additional Services or Facilities</b>	<p>The objector is proposing new employment and a new centre with community facilities as part of the 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>	175m	1850m	175m	1870m
<b>Quality of Public Transport</b>	Good Quality. Mon-Fri every 20 mins between 6.15am - 8.25pm and hourly in the evenings. Sat every 20 mins between 7.20am - 8.25pm and hourly on Sunday between 9.27am - 11.27pm.			
<b>Existing Public Transport Summary</b>	Cambourne is currently served by the Citi4 bus service, which runs at a frequency of 3 buses per hour. This takes 35-45mins to reach the city centre.			
<b>Existing Cycling Infrastructure</b>	It is now possible to travel by bicycle from Cambourne to the edge of Cambridge along a combination the route of the old A428, which is now a lightly-trafficked route from Cambourne to Hardwick and cyclepaths thereafter.			
<b>Potential for Transport Improvements</b>	<p>Given the distance Cambourne is from Cambridge it is unlikely that a high proportion of residents could ever be encouraged to cycle into Cambridge.</p> <p>It is possible that 2,500 dwellings here could support its own bus service into Cambridge with a frequency of 3 buses an hour, starting/terminating in the centre of Cambourne. As such this would increase the number of buses from the centre of Cambourne into Cambridge from 3 an hour to 6 an hour. However it is unlikely that the operator of the existing Citi4 service would be willing to divert their service into the site due to the extra time this would add to existing passengers, therefore it is likely that this site at best would be served by no more than 3 buses an hour.</p> <p>The objector proposes footpath / cycle way links to Cambourne village centre. However, whilst there is currently a bridleway route across the west facing slip roads to the A428, this is a major highway junction and cannot realistically be regarded as an attractive route for pedestrians and cyclists, involving walking alongside and having to cross several major roads. The implications of higher pedestrian and cycling flows on traffic movements would also need to be assessed.</p> <p>The objector suggests that the site has the potential to create a new Park and Ride and High Quality Public Transport. However, the County Council states that Park &amp; Ride remote from Cambridge is not part of the transport strategy for the Cambridge area, and that it is not suitable in this location. It also advises that provision of HQPT may be achieved at part of St Neots to Cambridge corridor improvements as part of the TIF bid.</p>			

<b>Likelihood of achieving high share of sustainable modes</b>	The 2006 Cambourne Study showed that almost 80% of people drive to work with the current level of public transport. Even with a greater level of public transport it would not significantly reduce the overall dominance of the car as the primary mode of movement, in view of distance from Cambridge and journey time. Given that the site is on the other side of the A428 and the main grade-separated access junction to Cambourne this presents a physical and physiological barrier for encouraging walking and cycling between this potential site and the main part of Cambourne.
<b>Section A conclusion:</b>	Cambourne is the least sustainable of the 6 settlements that are reasonable locations for development to make up the housing shortfall. It has Good Quality Public Transport and whilst there may be potential to provide a new service of 20 minute frequency, this is not High Quality Public Transport, the journey times to Cambridge will remain lengthy and it is anticipated that the mode share for the private car will remain high. There is also a concern over potential capacity of the main access junction. There are existing services and facilities in Cambourne, but these are a considerable walk away from the site and separated from the main part of the village by the dual carriageway A428 which provides a major physical and psychological barrier to easy access and use of sustainable modes of transport. The objector proposes new services and facilities in the new development creating a development which is almost entirely independent of Cambourne and which would be better considered as an entirely new settlement which happens to be located next to Cambourne. However, the District Council considers that locating a secondary school in this location to serve the whole village would not provide safe and convenient access to the existing parts of Cambourne given the A428.

<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	Area proposed for development lies opposite Cambourne, separated from it by A428.	<b>Allocated for another use in the LDF?</b>	No	
<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>	Yes	Two County wildlife sites, Knapwell Wood and Knapwell Roadside Verge, adjoin area proposed for development in Representor's master plan. Brockley End Meadow adjoins the north of the larger objection site.
<b>Local Nature Reserve</b>	No	
<b>Tree Preservation Order</b>	Yes	A number of TPO areas within the site. In particular a belt of trees along the stream adjoining the area proposed for development in Representor's masterplan.
<b>Public Rights of Way Crossing the Site</b>	No	Footpath from New Inn Farm to Knapwell Wood Farm crosses area proposed for residential development in Representor's master plan. Rights of Way to Cold Harbour Farm, and Lawn Farm.
<b>Public Rights of Way leading from the site</b>	Yes	Rights of Way to Papworth Everard and Elsworth nearby.
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in a landscape of high archaeological potential. A medieval settlement is known to have been located at Elsworth Wood (HER 08161) with associated earthworks to the south (HER 03429). A Bronze Age burial mound is also known in the area (HER 03523) and cropmarks indicate the location of Iron Age enclosures and linear features (HER CB15580). Specific areas of archaeological sensitivity within the site cannot be defined on the basis of current knowledge. The problem is exacerbated in this area by the unresponsive nature of the boulder clay geology, which is generally unresponsive to remote sensing. The County Council comments are an assessment of potential based on interpretation of known sites within the context of an archaeological landscape. They would need further information before they could provide detailed advice on the suitability of the sites for development. On the basis of current information County Council would object to the allocation of this site, as development would likely have a severe detrimental impact on the archaeological landscape.
<b>Previously Developed Land</b>	No	

<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 2, small part of 3
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	The general surface drainage in the area flows naturally towards Elsworth, Conington to Fen Drayton. Serious flooding incidents have occurred in these villages in recent years so there is concern about contributing to / increasing flood risk in these area, which would need to be addressed in any Flood Risk Assessment. The Environment Agency has expressed concern with regard to the impacts on the recipient watercourse from the Uttons Drove Sewage Treatment Works (STW) which would be the likely recipient of foul water drainage from development in this area. Any development at this location would be required to demonstrate that there was enough capacity within the recipient foul water drainage system, or that the system could be upgraded in order to facilitate any proposed growth (above design capacity).
<b>Land Contamination</b>	Possible	Existing agricultural units within the site. Would require investigation and potentially remediation.
<b>Air Quality Issues</b>	No	This site is not located within an area that experiences poor quality. However, the site may hold up to 2500 dwellings, which has the potential to generate a significant amount of extra traffic on the A428 and surrounding road networks. With this in mind, the Council would require a full and detailed air quality assessment, the content of which should be agreed with the Council prior to being carried out. Future circumstances along the A428 are not known, and therefore air quality will be a moderately significant issue. However, it is recommended that allocation of land for housing development should not occur within 30m of a busy trunk road, and a buffer of 30m should be incorporated. The objector's masterplan indicates residential development would be within 60m of the A428.
<b>Noise Issues</b>	Yes	The site is bounded to the South by the A428. Traffic noise and noise from any commercial / industrial / agricultural uses that will remain will need assessment in accordance with PPG24 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. If the Motorcross Circuit to the north west is to remain in use, noise impact from this source will require special consideration.

<p><b>Known Ecological constraints to development</b></p>	<p>Possible</p>	<p>The site was subject to an ecological appraisal in July 2008, commissioned by the objectors to examine the impact of their masterplan proposals. The survey revealed that the site largely comprised habitats of limited nature conservation value. However, the site did contain two woodlands and one area of road verge, which have been designated for their nature conservation interest, namely Elsworth Wood SSSI, Knapwell Wood and Knapwell Road Verge CWS. Knapwell Wood CWS is adjacent to an area identified on the master plan as residential development and measures would need to be put in place to ensure that adverse impacts on this valuable site are avoided. The network of waterbodies were collectively considered to be of nature conservation value, together with a small number hedgerows and small blocks of woodland. Some of these, whilst considered to be of limited nature conservation value in their own right, may be of value to protected species. Any development proposal should seek to retain these features as far as possible. The appraisal concludes that the master plan provided by the Cooper Partnership (Reference 1205/108D dated July 05) is predicted to have relatively few impacts on the ecological constraints identified.</p> <p>However, were the site taken forward, the Council consider that further work would be required before the masterplan could be accepted, to explore the impact and mitigation for particular species in greater detail. The appraisal acknowledges the presence of semi-natural ancient woodland. PPS9 clearly states that ancient woodland should not be lost or its deterioration caused as a result of planning decisions. Further consideration would need to be given to the likely disturbance that may be caused to Knapwell Wood. An objective for a development such as this should be to protect the existing woodland through the creation of large woodland buffers, and secondary objective would be to achieve a habitat linkage between the woods, copses and hedgerows.</p>
<p><b>Section B Conclusion</b></p>	<p>This site is important for nature conservation with the Elsworth Wood SSSI (identified at Tier 1) within the area and other ecological interests which would need to be considered in any development proposal. There is a need to explore the issue of capacity at the Uttons Drove Sewage Treatment Works which will also serve Northstowe and ensure adequate provision can be made on view of the impact of other planned new developments. Land contamination needs to be explored. This, together with air quality and noise may impact on the location and form of any development but are not themselves anticipated to prevent development. Further information on archaeology would be required to demonstrate whether the site is suitable for development.</p>	



<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	<p>The original Section 77 Inquiry (1992, relevant extracts provided as Examination Reference Document RD/SSPEXam/90) into 8 concurrent applications for a new settlement in various locations in the A45 (now the A428) Corridor considered the merits of locating Cambourne in the location of the objection site. A site known as Belham Hill was considered, which comprised the southern part of the current objection site. The Inspector categorised this site as having strong objections to development, including potentially harmful effects on ancient woodlands and a SSSI and upon habitats of badgers and bats, and the marked linearity of layout along the A45 (now A428) due to the proposed development being too close to these very important areas and wildlife interests and the recreational pressures arising from nearby residential development. The Inspector commented that “this attractive, undulating countryside would be affected to some significant degree by the necessary size of the proposal and particularly as the scheme extends for some way along the A45. In my opinion, this site could not be regarded as being of little environmental value” (paragraph 23.2.11).</p>
<b>Implications of scale of site for settlement character</b>	<p>A major development of 2,500 dwellings would be significant in relation to the planned size of Cambourne. It was originally conceived as a linked group of 3 villages totalling 3,300 dwellings and is now proposed to be in the order of 4,000 by virtue of building the last parts of Cambourne at higher densities than earlier phases to raise the overall density to 30 dph, the current national minimum. A further fourth village would increase the overall size of Cambourne by 75% over the original planned size and by 62% over the current planned size. This would have significant implications for settlement character and the appropriate level/location of services and facilities. This site is not well located to provide accessible services and facilities to the rest of Cambourne. Cambourne was not designed to be extended in this way and development would have significant implications for sustainable movement within Cambourne and for settlement character. The development would be almost entirely independent of Cambourne and would be better considered as an entirely new settlement which happens to be located next to Cambourne.</p>
<b>Relationship to Existing Settlement</b>	<p>Whilst the site is relatively close physically to the northern edge of Cambourne, it is entirely divorced from it by the A428 dual carriageway, the former A428 and the twin roundabout junction arrangement serving them as well as the landscaped areas either side of them. These form major physical and visual barriers between Cambourne and the site, which is emphasised further by the open aspect dual carriageway approach into Cambourne. It is some considerable way from the proposed residential area within the development to the services and facilities in Cambourne. It is in the order of a 20-25 minute walk from the centre of the site to the village centre, involving crossing several major road junctions. This would also mean that new facilities provided in the new development would not be very accessible to the existing village.</p>

<p><b>Potential to create sustainable mixed development</b></p>	<p>The scale of the proposed development is such that it would need to provide its own employment, leisure and retail uses, primary school and open space within the development. The objector has indicated provision of these facilities, as well as footpath and cycle links to the existing parts of Cambourne and the provision of a secondary school. The physical scope to enhance or provide new facilities within the existing village centre is limited and therefore there is limited potential to provide higher order services and facilities that would help make Cambourne more inherently sustainable. New facilities in the objection site would need to be of a level that would not compromise the viability of the existing centre that is now getting established. Whilst the scale of development could be such that a relatively sustainable mixed use development could be provided, this is likely to act as a new stand alone development located close to, but not forming part of Cambourne due to the physical and psychological separation created by the A428 and the parallel local route and the junction. Contributions to enhanced secondary education would be needed, and this is not likely to be possible at Comberton Village College as for the earlier phases of Cambourne due to capacity issues. The County Council has advised that there is a need for a secondary school to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. It is therefore not a specific benefit of this proposed development. The District Council considers that a site separated from the main part of Cambourne would not provide an appropriate location for a new secondary school to serve the whole of the village, and a more appropriate location central to Cambourne should be identified. The objector also proposes a guided bus way along old A428, but the County Council has advised that this is not consistent with the transport strategy for the area. The County Council also advises that provision of HQPT may be achieved at part of St Neots to Cambridge corridor improvements as part of the TIF bid.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>The site reads in the landscape as part of the wider countryside and has no identifiable visual relationship with Cambourne. The site is an area of attractive landscape with a pronounced landform of rolling hills and small valleys, mature hedgerows, copses and larger areas of mature and maturing Elm and Oak woodland. The area is accessible via well-used public footpaths and bridleways, and forms the setting to several important local woodlands. These include Overhall Grove, which is designated as both a SSSI and Scheduled Monument and Knapwell Wood which is a County Wildlife Site. Visually, development of this site would be extremely detrimental to the landscape generally and in particular to the setting of these woodlands and the village of Knapwell, due to the local topography with high land to the north offering long views across the area.</p>
<p><b>Impact on purposes of the Green Belt</b></p>	<p>N/A</p>
<p><b>Road capacity and access</b></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. This would apply to allocations in Cambourne.</p>

Additionally, allocations in Cambourne would put particular pressure on the A1303 St Neots Road / Madingley Road between the A428 and Cambridge. Any development at Cambourne would have to demonstrate that this would not lead to congestion on the A428 Trunk Road, and that any public transport proposals relied upon to deliver sustainable travel options were not prejudiced by traffic conditions. The County Council advises that depending on the final format of the A14 improvement scheme, there would be potential for traffic travelling westbound on the A14 from Cambourne to add to congestion in Huntingdon.

The Highways Agency would not object to an allocation at Cambourne provided any impacts on the Trunk Road network were properly identified and, if necessary, mitigated. Based on current knowledge, the main line A428 dual carriageway section between Caxton Gibbet and Girton (but not including the junctions at either end) is likely to have sufficient capacity to accommodate any allocation. The Caxton Gibbet roundabout is likely to need a substantial increase in capacity and there would be issues on the single carriageway section of the A428 west of this junction quickly leading to long platoons of slow moving traffic. This would not lend itself to resolution by a single private developer and would lead to pressure to bring forward a major scheme to improve the A428 between Caxton and the A1. This might be tolerable to the Highways Agency in the medium term until such time as it is possible to bring forward such a scheme. However, individual junctions along this section might require selective upgrades in order to preserve adequate conditions for local traffic wishing to join and/or cross the Trunk Road. The grade separated junction at the Cambourne A428 junction might require modification such as to the geometry of individual roundabout entry arms and to individual merge or diverge tapers. The HA advises that the level of impact on the M11/A14 Girton exchange and beyond would be likely to be acceptable given the number of alternative routes available for traffic generated at Cambourne.

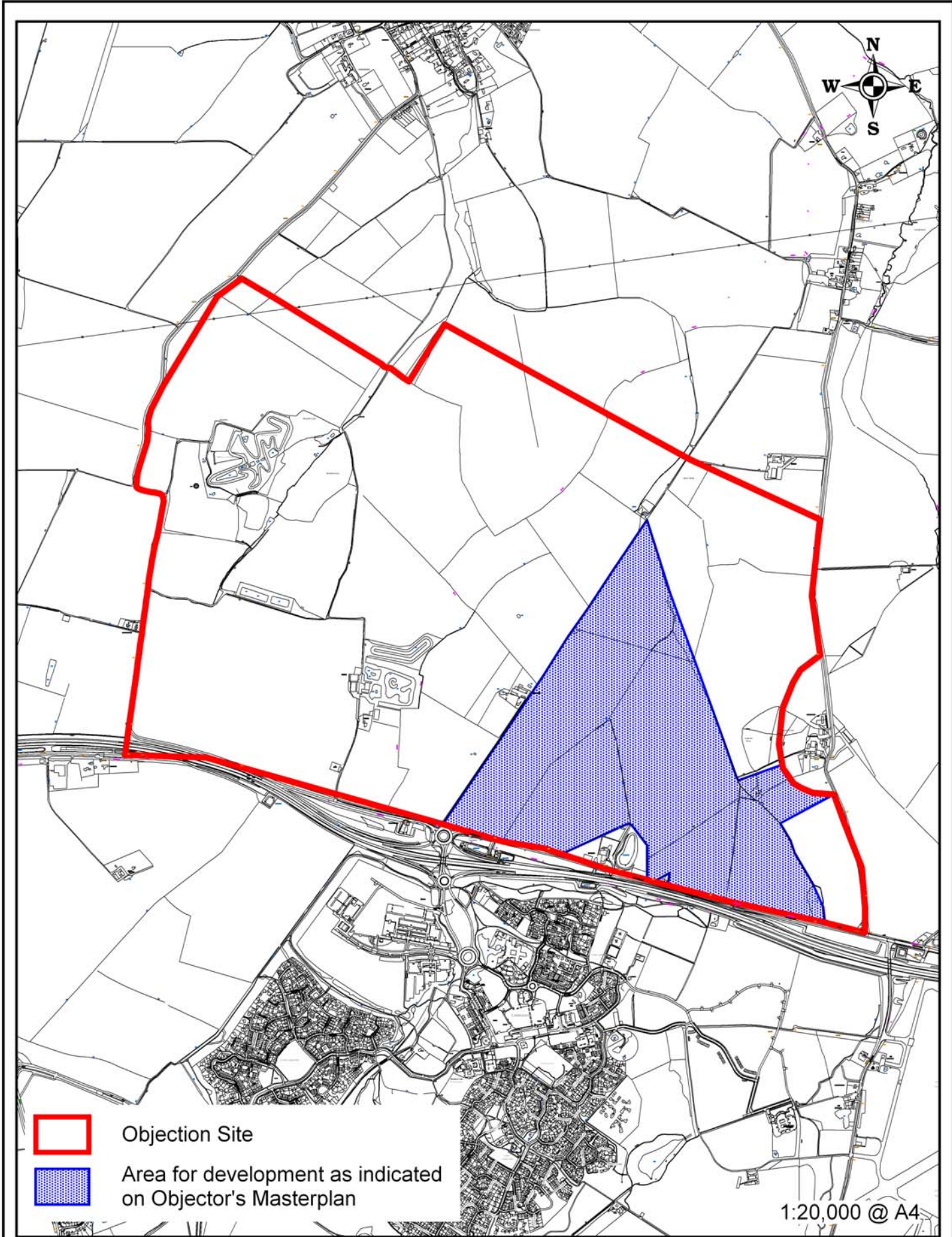
The County Council advises that any allocation considered under the current policy framework, should aim to make public transport as or more reliable than the private car. For sites around Cambourne, this is a challenging aim for trips into Cambridge, given the constraints over the length of the section of the A1303 between the A428 and Cambridge.

Vehicular access to the site could be achieved through modifications to the current northern roundabout of the main vehicular access to Cambourne from the A428. However, given the likelihood of a high modal share for cars there is a potential question over the capacity of the A428 junction overall to cope with a developed out Cambourne and the objection site.

<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>Objector's masterplan proposes various areas for countryside access.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Achieving satisfactory road access to the site and adequacy of the A428 junction capacity need to be confirmed. The traffic impact of additional traffic on the A14 prior to the completion of the Ellington to Fen Ditton Improvements would need to be assessed in view of capacity issues. Traffic impact on the A428 / A1303 Madingley to Cambridge route would need to be assessed, including delays to the Citi 4 bus service. Traffic queues currently frequently extend beyond the American Cemetery in the morning peak period. The provision of a Secondary School would be required. Capacity in Uttons Drove STW needs to be established. Land contamination, noise and air quality could impact on the location and form of development and therefore potentially on number of dwellings.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>Objector originally indicated 1,500 dwellings by 2016 in their representations to the examination, but included a figure of 1750 dwellings by 2016 in their sustainability appraisal document published for public consultation after the examination hearing.</p>
<p><b>Section C conclusion:</b></p>	<p>A major development of this scale would have a fundamental impact on the character and functioning of Cambourne. It is not consistent with the original vision for Cambourne. It would take the overall scale of the village to 6,500 dwellings, a scale of development for Cambourne which was never intended by the original masterplan which does not lend itself readily to such physical expansions. This is moving towards the scale of a small town but there are no proposals to bring enhancements to the village centre to reflect the increasing population and limited physical capacity to do so. Indeed, it is likely that the development would function as a separate village with its own services and facilities, if these were economically viable so close to Cambourne, but with very limited sustainable movements between it and Cambourne because of the physical and psychological barrier of the A428. The Masterplan for a town would be completely different for example with higher density development at the centre putting a higher proportion of its residents in close proximity to the greatest concentration of services and facilities. By contrast the site of Northstowe for 9,500 dwellings occupies 432 hectares compared to the present site area for Cambourne of 417 hectares. It would have significant landscape and biodiversity impacts and could compromise the overall relative sustainability of Cambourne in terms of provision of adequate services and facilities in a central accessible location. A number of infrastructure constraints would also need to be addressed by the objector.</p>

### Site Assessment Conclusion

Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development such as this was never intended by the original Masterplan and the development of Cambourne is now too far advanced to fundamentally change the Masterplan to create a sustainable small town scale of development. There are concerns about the potential to bring improved services and facilities commensurate with the level of development and overall impact on the settlement. Development north of the A428 would have a significant landscape and biodiversity impacts and the site has little relationship with Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.



## Site 14 - Land north of A428 Cambourne

<b>Site Number</b>	15				
<b>Location</b>	Cambourne				
<b>Site Name / Address</b>	Bourn Airfield (1)				
<b>Objector [ref no]</b>	Countryside Properties [1696]	<b>Rep No.</b>	15857	<b>Objection site ref</b>	8 (06.07)
<b>Objector's Proposal</b>	Allocation of land at Bourn Airfield to provide a new neighbourhood for Cambourne with new education facilities, a broader range of employment opportunities, additional social and community facilities, and a wider range of shops and services for the resident population of Cambourne, alongside enhanced public transport services and up to 1,500 new homes in the Plan period, with potential for up to 3,000 homes overall.				
<b>Site Size</b>	Full objection site: 200.4ha. Development area: 74.0ha.				
<b>Housing Capacity</b>	Objector proposes up to 3000 dwellings in next 15-20 years but objection site could accommodate a much larger number.				
<b>Site Description</b>	The duly made objection site comprises a former WW11 airfield which now has the character of a large open area of countryside. It lies to the east of Cambourne from which it is separated by the A428 to Bourn road. The site comprises a mix of uses and features, including runways, buildings and open land, much of which appears to be in agricultural use and has a rural countryside character. The objector's evidence to the examination shows 2 different extents of potential development; Bourne Airfield (1) is the larger of the 2 sites. The objector's masterplan shows that the area proposed for development would be in the NW part of the site.				
<b>Site Context</b>	The site is bounded to the north by the A428, to the west by the Broadway which leads to Bourne village and to the south and east by open countryside with Highfields village nearby to the east. The site is separated from the village of Cambourne to the west by the Bourn Broadway.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

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	Caldecote Meadows is around 300m from the objection site. It is around 900m to south east of the area indicated for development in the objector's masterplan.
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	Barns to the north of the Grange, on the Broadway, and no.79 Broadway, are near the site.
<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 does not physically abut Cambourne, but lies opposite it, separated by the Bourn Broadway and countryside and individual properties.				
<b>Tier 1 conclusion:</b>	No site specific constraints identified at tier 1, but Bourn Broadway suggests there would be a poor physical and functional relationship with Cambourne.				
<b>Does the site warrant further assessment?</b>	Yes. This is specifically in view of the physical proximity of the site opposite Cambourne, notwithstanding the presence of Bourn Broadway. Subjecting the site to a detailed assessment will ensure a direct comparison on a consistent basis with other site options to test whether it could form a reasonable extension to Cambourne, including the impact of the physical, visual and perceived separation provided by Bourn Broadway.				

Tier 2
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Section A	
<b>Sustainability ranking of settlement</b>	7th
<b>Accessibility to local employment (ratio jobs to workers)</b>	As Cambourne is still being built out, the eventual number of jobs will depend on how the remaining



	employment land in Cambourne, in particular the business park, is implemented and taken up. Estimates of around 4800 to 5300 jobs have been provided by recent evidence in connection with planning applications. Using the 2001 census district average of 1.25 economically active persons per dwelling for the planned 4250 dwellings, gives an estimated working population of 5300. This gives a ratio in the order of 1.			
<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
12.5 km	11 km		15 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>	1,480m	3,560m	2,015m	3,485m
<b>Primary School</b>	410m	1,380m	515m	1,915m
<b>Secondary School</b>	4,410m	5,300m	8,120m	9,190m
<b>Post Office</b>	2,800m	1,380m	2,950m	3,865m
<b>Doctor's Surgery / Medical Centre</b>	1,390m	2,510m	1,815m	3,215m
<b>Existing Public Outdoor Sport</b>	920m	1,600m	1,545m	2,710m
<b>Existing Children's Formal Playspace</b>	910m	1,550m	1,480m	2,670m
<b>Education Requirements or Potential for Additional Provision</b>	<p>A site of 3000 dwellings would be likely to lead to the following increases in pupil numbers:</p> <ul style="list-style-type: none"> <li>• Primary Pupils – 750 additional pupils.</li> </ul> <p>In line with the County Council's policy for developing sustainable communities new primary schools for the development would be required.</p> <p>The 750 pupils, would require 3.6 forms of entry (FE) of provision. To meet this need, the County Council would need to secure sites for two new 2FE primary schools, each 2.3ha. This is in line with current CCC policy of primary schools being no larger than 2FE (420 places).</p>			

	<ul style="list-style-type: none"> <li>Secondary Pupils – 525 additional pupils</li> </ul> <p>There is currently no capacity to meet this level of demand within the catchment area at Comberton Village College. The County Council has advised that there is a need for a secondary school to serve Cambourne (federated to Comberton Village College) based on current planned growth which is being explored, and that provision is not dependent on additional growth. However, additional development will add to the demand for secondary places and would also offer the opportunity for identifying a site for a secondary school. Work is currently underway to make provision within the area and section 106 contributions would be required. The site is physically separated from the main body of Cambourne by the Bourn Broadway such that the District Council considers that it would not be a good location for a secondary school serving Cambourne.</p>			
<b>Potential for Additional Services or Facilities</b>	The objector proposes that the development would have its own high street, shopping, leisure and community facilities and also a broader range of employment opportunities.			
<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	1010m	0m	1640m
<b>Quality of Public Transport</b>	Good Quality. Mon-Fri every 20 mins between 6.15am - 8.25pm and hourly in the evenings. Sat every 20 mins between 7.20am - 8.25pm and hourly on Sunday.			
<b>Existing Public Transport Summary</b>	Cambourne is currently served by the Citi4 bus service, which runs at a frequency of 3 buses per hour. This takes 35 mins to reach the city centre from the centre of Cambourne.			
<b>Existing Cycling Infrastructure</b>	It is now possible to travel by bicycle from Cambourne to the edge of Cambridge along a combination the route of the old A428, which is now a lightly-trafficked route from Cambourne to Hardwick and cyclepaths thereafter.			
<b>Potential for Transport Improvements</b>	Given the distance Cambourne is from Cambridge it is unlikely that a high proportion of residents could ever be encouraged to cycle into Cambridge. Given the number of dwellings and its relative proximity to Cambridge in comparison to the other Cambourne sites it is possible that a site of 3000 dwellings here could support its own bus service into Cambridge with a frequency of 3/4 buses an hour, starting/terminating in the centre of Cambourne. As such this would increase the number of buses from the centre of Cambourne into Cambridge from 3 an hour to 6+ an hour. The operator of the existing Citi4 service would only be likely to divert their service into the site if this would add little or no extra time to existing passengers; it is possible therefore that this site with 3000 dwellings could be served by 6+ buses an hour into Cambridge.			
<b>Likelihood of achieving high</b>	The 2006 Cambourne Study showed that almost 80% of people drive to work with the current level of public transport. Even with			

<b>share of sustainable modes</b>	<p>a greater level of public transport it would not significantly reduce the overall dominance of the car as the primary mode of movement. However, the relative proximity of this site to Cambridge in comparison to Cambourne and the other objection sites around Cambourne means that potentially this site could achieve a slightly higher sustainable transport mode share than the other sites.</p> <p>The centre of this site is over 2km from the centre of Cambourne. If the vehicular arrangements were such that it was more difficult to drive to Cambourne than walk/cycle/go by bus then it would be reasonable to expect a proportion of residents to use the sustainable modes of transport for local trips to the centre of Cambourne from this site, but the distance may limit this.</p>
<b>Section A conclusion:</b>	<p>Cambourne is the least sustainable of the 6 settlements that are reasonable locations for development to make up the housing shortfall. It has Good Quality Public Transport, rather than High Quality, and it is anticipated that the mode share for the private car will remain high. There is also a concern over potential capacity of the main A428 access junction. There are existing services and facilities in Cambourne, but these are a considerable walk away from the site and separated from the main part of the village by the Bourn Broadway which provides a physical and psychological barrier to easy access and use of sustainable modes of transport. The objector proposes new services and facilities in the new development creating a development which is almost entirely independent of Cambourne and which would be better considered as an entirely new settlement which happens to be located next to Cambourne. The District Council considers that locating a secondary school in this location to serve the whole village would not provide convenient access to the existing parts of Cambourne given the physical separation from the village.</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	Adjacent in part, otherwise opposite Cambourne, separated from it by The Broadway.	<b>Allocated for another use in the LDF?</b>	No	
<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>	Yes	Bucket Hill Plantation lies in the south east corner of the objection site. It appears to be outside development area indicated on objector's masterplan.
<b>Local Nature Reserve</b>	No	
<b>Tree Preservation Order</b>	Yes	Some existing tree belts and groups of trees are protected by TPOs
<b>Public Rights of Way Crossing the Site</b>	No	
<b>Public Rights of Way leading from the site</b>	Yes	Public Rights of Way to Bourn, and various routes to the north.
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in an area of high archaeological potential. A Roman cemetery was identified in this area during airfield construction in 1942 (HER 03274). The cemetery was of high status and included at least one stone coffin. Specific areas of archaeological sensitivity within the site cannot be defined on the basis of current knowledge. The problem is exacerbated in this area by the unresponsive nature of the boulder clay geology, which is generally unresponsive to remote sensing. This issue is further compounded at Bourne Airfield where the land use limits the effectiveness of aerial photographs and the potential for identification of chance finds. The County Council comments are an assessment of potential based on interpretation of known sites within the context of an archaeological landscape. They would need further information before they could provide detailed advice on the suitability of the sites for development. On the basis of current information the County Council would object to the allocation of this site, as development could have a severe detrimental impact on the archaeological landscape.
<b>Previously Developed Land</b>	Yes	Only the runways conform to the definition of previously developed land in PPS3, the remainder of the airfield is in active agricultural use. Even if the whole of the site was previously developed land that could be considered for

		development under the provisions of PPS3, PPS3 advises that large open areas of PDL are not necessarily suitable for development.
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 2, small part of 3
<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	The general surface drainage in the area flows naturally towards and feeds into Bourn Brook that is within the flood plain. There is concern about contributing to / increasing flood risk in these area. Development of this site would require flood risk assessments in accordance with PPS 25. The Environment Agency has expressed concern with regard to the impacts on the recipient watercourse from the Uttons Drove Sewage Treatment Works (STW) (which also serves Northstowe) which would be the likely recipient of foul water drainage from development in this area. Any development at this location would be required to demonstrate that there was enough capacity within the recipient foul water drainage system, or that the system could be upgraded in order to facilitate any proposed growth (above design capacity).
<b>Land Contamination</b>	Yes	Former WWII military base, civil airfield and current industrial uses. Would require investigation and potentially remediation.
<b>Air Quality Issues</b>	No	This site is not located within an area that experiences poor quality. However, the site may hold up to 3000 dwellings, which has the potential to generate a significant amount of extra traffic on the A428 and surrounding road networks. With this in mind, the Council would require a full and detailed air quality assessment, the content of which should be agreed with the Council prior to being carried out. Future circumstances along the A428 are not known, therefore, air quality will be a moderately significant issue. However, it is recommended that allocation of land for housing development should not occur within 30m of a busy trunk road, and a buffer of 30m should be incorporated.
<b>Noise Issues</b>	Yes	The North of the site is bounded by the A428. Traffic noise and noise from any commercial / industrial / agricultural uses that will remain on the periphery require careful consideration. There are serious concerns about noise impact and it is recommended that this noise constraint is fully considered prior to any allocation. The North East of the objection site will be in close proximity to these industrial units and there is serious concern about placing noise sensitive receptors into an existing noisy environment. The Council has investigated noise complaints regarding the operation of TKA Talent Chassis and a statutory noise nuisance has been witnessed previously but resolved to an acceptable level. The business

		<p>is located in old aircraft hangers with limited noise insulation. There are no known planning controls restricting the hours of work and the site can operate 24 hours. If these industrial units are to remain it is likely that future noise sensitive receptors in the proposed site will be located closer than existing residents in Highfields. It is uncertain whether mitigation measures on the proposed development site can provide an acceptable ambient noise environment. Substantial noise insulation / mitigation measures could be undertaken on the industrial units but there is uncertainty as to whether these would be effective. Such mitigation measures are likely to require the cooperation of the business operators and section 106 planning / obligation requirements may be required. Before this site is allocated for residential development it is recommended that this noise threat / constraint is thoroughly investigated having regard to PPG 24 and associated guidance. This site requires a full noise feasibility assessment including consideration of financial viability.</p>
<b>Known Ecological constraints to development</b>		<p>In addition to the runway the site comprises mainly arable land, with some improved grassland. The larger site contains a County Wildlife Site: Bucket Hill Plantation County Wildlife Site (CWS) which is a non statutory designated site of county importance, and a number of additional non designated habitats of varying ecological interest and significance including broadleaved woodland, hedgerows, veteran trees and ponds. The site also supports legally protected species including great crested newt, bats, and a number of bird species of conservation concern (red and amber list species), and national and local BAP species including brown hare, skylark and song thrush. There are a number of native species rich hedges, particularly on the southeast part of the airfield. Measures would be required to mitigate the impact on biodiversity, and the Representor's materplan and ecological survey indicate the potential for habitat enhancement in association with development.</p>
<b>Section B Conclusion</b>		<p>There is a need to explore the issue of capacity at the Uttons Drove Sewage Treatment Works and ensure adequate provision can be made on view of the impact of other planned new developments. Land contamination needs to be explored. This, together with air quality and noise may impact on the location and form of any development but are not themselves anticipated to prevent development. Further information on archaeology would be required to demonstrate whether the site is suitable for development.</p>

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	The original Section 77 Inquiry (1992, relevant extracts provided as Examination Reference Document RD/SSPEXam/90) into 8

	<p>concurrent applications for a new settlement in various locations in the A45 (now the A428) Corridor considered the merits of locating Cambourne in the location of the objection site. The Inspector's Report considered the objection site as part of two proposals: Great Common Farm which included land at Bourn Airfield and Great Common Farm and spanned Bourn Broadway (Cambourne as planned extends as far east as Bourn Broadway and includes part of this site); and Bourn Airfield which is synonymous with this objector's proposals. The Inspector rejected the Bourn Airfield site for a number of reasons including the reason that "the Bourn Airfield proposals (for 3,000 dwellings) does lack sufficient room within its boundaries to give adequate separation" with Highfields. The Inspector supported the Great Common Farm proposals having accepted that the proposed separation and new woodland buffer between the site and Highfields village would provide "satisfactory spacing" to ensure that Highfields retains its character. It is important to understand that the Inspector was considering the impact of a new settlement of 3000 dwellings and that the site would have been instead of the current Cambourne site. The Secretary of State did not accept his Inspector's recommendation and dismissed the appeal for reasons including the proposed new settlement adversely affecting the environment of Bourn village as a result of the levels of additional traffic generated on Bourn Broadway.</p>
<p><b>Implications of scale of site for settlement character</b></p>	<p>A major development of either 1,500 or 3,000 dwellings would be significant in relation to the planned size of Cambourne. It was originally conceived as a linked group of 3 villages totalling 3,300 dwellings and is now proposed to be in the order of 4,000 by virtue of building the last parts of Cambourne at higher densities than earlier phases to raise the overall density to 30 dph, the current national minimum. A further fourth village would increase the overall size of Cambourne by 45% and 91% respectively over the original planned size and by 37% and 75% respectively over the current planned size. This would have significant implications for settlement character and the appropriate level/location of services and facilities. This site is not well located to provide accessible services and facilities to the rest of Cambourne. It would be located at some distance from the centre from which it would be separated by relatively low density development creating a development which is almost entirely independent of Cambourne and which would be better considered as an entirely new settlement which happens to be located next to Cambourne. Cambourne was not designed to be extended in this way and development would have significant implications for sustainable movement within Cambourne and for settlement character.</p>
<p><b>Relationship to Existing Settlement</b></p>	<p>Whilst the site is relatively close physically to the eastern edge of Cambourne, in reality it is separated from it by the Broadway and open areas to the east of Cambourne as currently planned. The Broadway is elevated at its northern end and Cambourne is not visible when approaching from the east until beyond the Broadway. Similarly the site is not visible when passing Cambourne from the west and is only seen once beyond the Broadway. It would therefore not read as an extension to Cambourne in the landscape but as a development which is almost entirely independent of Cambourne and which would be better considered as an entirely new settlement which</p>

	<p>happens to be located next to Cambourne. It is some considerable way from the proposed residential areas within the development to the services and facilities in Cambourne. It is in the order of a 35 to 40 minute walk from the centre of the area proposed for development to the village centre (assuming direct walking access across the Bourn Broadway). This would also mean that new facilities provided in the new development would not be very accessible to the existing village. The development would also be in close proximity to Highfields to the east.</p>
<p><b>Potential to create sustainable mixed development</b></p>	<p>The scale of development is such that the level of services and facilities to serve 3,000 dwellings would be broadly comparable with the existing village. The objector intends the proposed development to have its own high street, shopping, leisure and community facilities. Primary and secondary education would also need to be provided. The objector argues this would complement facilities already in Cambourne. The County Council has advised that there is a need for a secondary school (which would be federated to Comberton Village College) to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. It is therefore not a specific benefit of this proposed development and this is not considered by the District Council to be a suitable location. The location of services and facilities within the new development rather than as an enhancement of the existing village centre, which would not be physically possible in terms of available land, would create a second village centre and the development would in reality function as a separate new village and not as an extension to Cambourne. This would limit any sustainability benefits of a major expansion of Cambourne. The physical scope to enhance or provide new facilities within the existing village centre is limited and therefore there is limited potential to provide higher order services and facilities that would help make Cambourne more inherently sustainable.</p>
<p><b>Impact of development on local character and appearance</b></p>	<p>The siting of development within this large site in the north west area as proposed by the objector means that it will be clearly visible from the A428 as evidenced by the current views across the site and down one of the runways. It will also be prominent in views from the new elevated sections of the Broadway, the link between Bourne and the old A428 road. The Broadway forms a strong physical barrier to views from the A428, and Cambourne and the objection site cannot be viewed together. Development in this location would therefore read in the landscape as a separate settlement from the currently proposed form of Cambourne, albeit close to it, rather than as an extension to Cambourne. In views, the development would be read alongside the village of Highfields nearby to the east. The effect of development on this land would result in a linear form of development along the A428 corridor that would result in almost continuous development over a considerable length to the south of the A428, from Cambourne to Hardwick, some 7 kilometres in length having the appearance of a ribbon of development extending into the countryside from the outer boundary of the Cambridge Green Belt which at this point is only just over 4 kilometres wide.</p>
<p><b>Impact on</b></p>	<p>N/A</p>



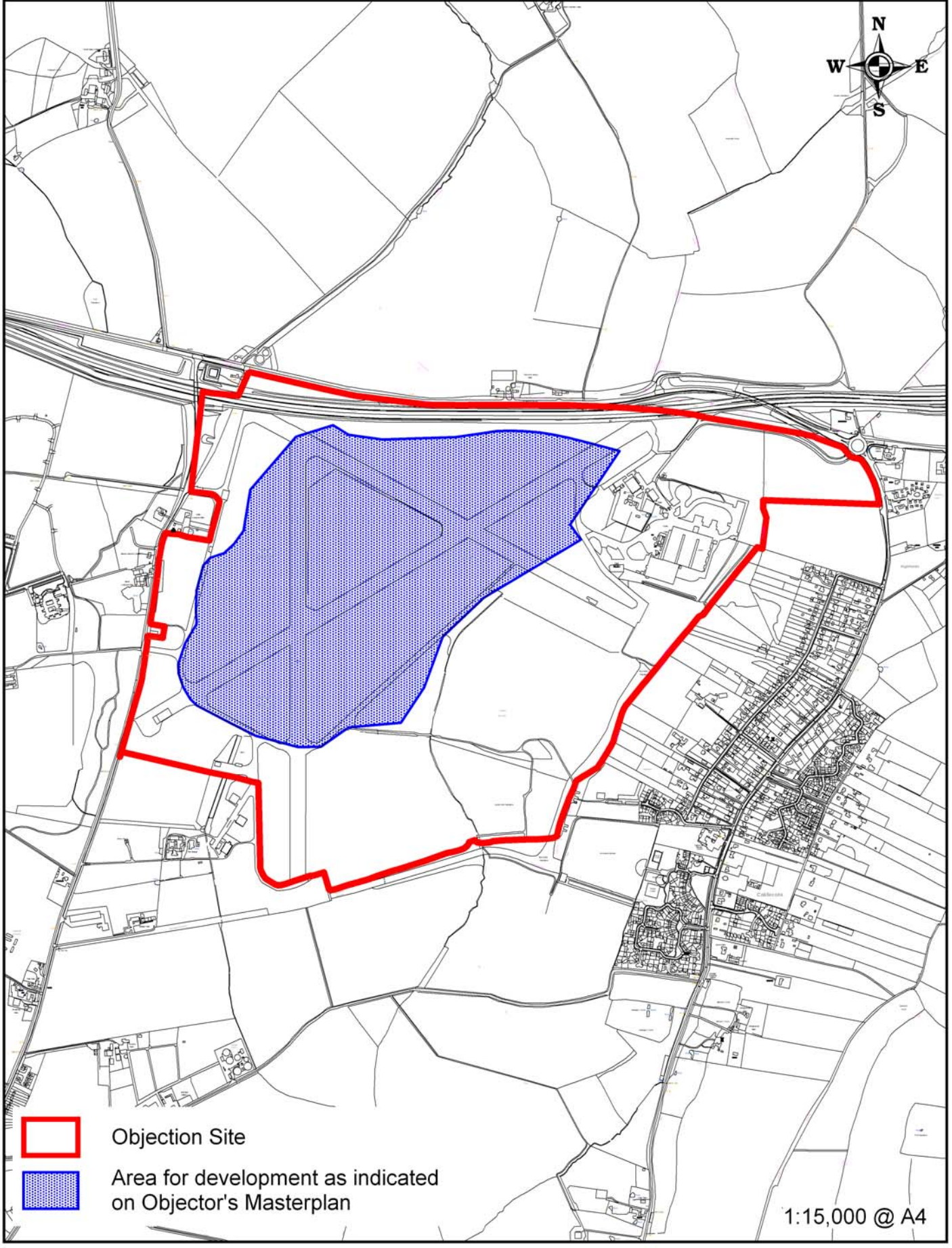
<p><b>purposes of the Green Belt</b></p>	
<p><b>Road capacity and access</b></p>	<p>The County Council comments that the capacity of the road network in Cambridge is severely constrained and the ability of any radial route into the city to take additional traffic, particularly in the peak hours, is limited. This would apply to allocations in Cambourne. Additionally, allocations in Cambourne would put particular pressure on the A1303 St Neots Road / Madingley Road between the A428 and Cambridge. Any development at Cambourne would have to demonstrate that this would not lead to congestion on the A428 Trunk Road, and that any public transport proposals relied upon to deliver sustainable travel options were not prejudiced by traffic conditions. The County Council advises that depending on the final format of the A14 improvement scheme, there would be potential for traffic travelling westbound on the A14 from Cambourne to add to congestion in Huntingdon.</p> <p>The Highways Agency would not object to an allocation at Cambourne provided any impacts on the Trunk Road network were properly identified and, if necessary, mitigated. Based on current knowledge, the main line A428 dual carriageway section between Caxton Gibbet and Girton (but not including the junctions at either end) is likely to have sufficient capacity to accommodate any allocation. The Caxton Gibbet roundabout is likely to need a substantial increase in capacity and there would be issues on the single carriageway section of the A428 west of this junction quickly leading to long platoons of slow moving traffic. This would not lend itself to resolution by a single private developer and would lead to pressure to bring forward a major scheme to improve the A428 between Caxton and the A1. This might be tolerable to the Highways Agency in the medium terms until such time as it is possible to bring forward such a scheme. However, individual junctions along this section might require selective upgrades in order to preserve adequate conditions for local traffic wishing to join and/or cross the Trunk Road. The grade-separated junction at the Cambourne A428 junction might require modification such as to the geometry of individual roundabout entry arms and to individual merge or diverge tapers. The HA advises that the level of impact on the M11/A14 Girton exchange and beyond would be likely to be acceptable given the number of alternative routes available for traffic generated at Cambourne.</p> <p>The County Council advises that any allocation considered under the current policy framework, should aim to make public transport as or more reliable than the private car. For sites around Cambourne, this is a challenging aim for trips into Cambridge, given the constraints over the length of the section of the A1303 between the A428 and Cambridge.</p> <p>Vehicular access to the site from the surrounding road network could be achieved by connecting to the roundabout junction of Highfields Road and the old A428. From here vehicles would either travel east to connect to the new A428 at the Hardwick roundabout or travel west to connect to the new A428 at Cambourne roundabout (or to travel into Cambourne itself). Given the likelihood of a high modal share for</p>

	<p>cars however there is a potential question over the capacity of these junctions to cope with a development of the scale of the objection site.</p> <p>The County Council advises that vehicular access through residential areas of Cambourne to this site would be undesirable, given the physical separation between the site and Cambourne, and the likelihood that this would lead to a greater reliance on the private car than seen in the existing Cambourne villages, and potentially than in other sites under consideration. It would increase traffic on the roads in the existing villages in areas that were designed to cater for their own traffic, and not through traffic. Rather, this link should be for pedestrians, cyclists and public transport vehicles only.</p> <p>If this site were to come forward, high quality direct bus, walking and cycling routes combined with a more circuitous vehicular route might go some way to lessening reliance on the private car, but there would be a need to consider the capacity of the A428 junctions, and the desirability of adding primarily short distance local car trips to the A428. These are factors that are not in favour of this site.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>Site is larger than development proposed, so there is potential for additional countryside access.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Achieving satisfactory road access to the site and between the site and the rest of Cambourne, and adequacy of the A428 junction capacity need to be confirmed. The provision of a Secondary School would be required. Capacity in Uttons Drove STW needs to be established. Land contamination, noise and air quality could impact on the location and form of development and therefore potentially on number of dwellings.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>Approximately 1,500 dwellings.</p>
<p><b>Section C conclusion:</b></p>	<p>A major development of 3,000 dwellings would have a fundamental impact on the character and functioning of Cambourne. It is not consistent with the original vision for Cambourne whose centre cannot readily be extended to serve a larger settlement. This comes through in the objectors proposal for Bourn Airfield which is essentially a free-standing village scale development. It would take the overall scale of Cambourne to 7,000 dwellings. This is moving towards the scale of a small town but there are no proposals to bring enhancements to the village centre to reflect the increasing population and limited physical capacity to do so. It would not read visually as part of Cambourne in the landscape and would have the effect of creating a linear form of development along the A428 corridor that would result in almost continuous development over a considerable length to the south of the A428. It is likely that the development would function as a separate village with its own</p>

	<p>services and facilities, if these were economically viable so close to Cambourne and could be accommodated without harm to the existing Cambourne village centre that is now becoming established. The County Council's advice that there should be no direct link between this site and the rest of Cambourne for the private car also emphasises the separateness. It could compromise the overall relative sustainability of Cambourne in terms of provision of adequate services and facilities in a central accessible location. A number of infrastructure constraints would also need to be addressed by the objector.</p>
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### **Site Assessment Conclusion**

Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the overall impact on the settlement. Development on Bourn Airfield would not read visually as part of Cambourne in the landscape and would not form a natural extension to Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.



1:15,000 @ A4



Objection Site



Area for development as indicated on Objector's Masterplan



# Site 15 - Bourn Airfield (1) Cambourne

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<b>Site Number</b>	16				
<b>Location</b>	Cambourne				
<b>Site Name / Address</b>	Bourn Airfield (2)				
<b>Objector [ref no]</b>	Countryside Properties [1696]	<b>Rep No.</b>	15858	<b>Objection site ref</b>	9 (06.07)
<b>Objector's Proposal</b>	Allocation of land at Bourn Airfield to provide a new neighbourhood for Cambourne for up to 1500 dwellings to be provided by 2016 with education, employment, and supporting infrastructure.				
<b>Site Size</b>	Full objection site: 109.5 ha. Development area: 51.0 ha.				
<b>Housing Capacity</b>	Objector proposes up to 1500 dwellings but objection site could accommodate a much larger number.				
<b>Site Description</b>	The duly made objection site comprises a former WW11 airfield which has the character of a large open area of countryside. It lies to the east of Cambourne. The site comprises a mix of uses and features, including runways, buildings and open land, some of which appears to be in agricultural use and has a rural countryside character. The objector's evidence to the examination shows 2 different extents of potential development; Bourne Airfield (2) is the smaller of the 2 sites. The objector's masterplan shows that the area proposed for development would be in the NW part of the site.				
<b>Site Context</b>	The site is bounded to the north by the A428, to the west by the Broadway which leads to Bourne village and to the south and east by open countryside with Highfields village nearby to the east. The site is separated from the village of Cambourne to the west by the Bourn Broadway.				
<b>Stage in development sequence</b>	Rural Centre				
<b>Is the location identified in Structure Plan Policy P9/2c?</b>	No				
<b>Allocated for housing in an existing plan?</b>	No				

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	Caldecote Meadows is around 1000m to south east of the objection site. It is around 1300 meters from the area proposed for development in the

					objector's masterplan.
<b>Scheduled Monument</b>	No		<b>Listed Buildings</b>	No	Barns to the north of the Grange, on the Broadway, and no.79 Broadway, are near the site.
<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 does not physically abut Cambourne, but lies opposite it, separated by the Bourn Broadway and countryside and individual properties.				
<b>Tier 1 conclusion:</b>	No site specific constraints identified at tier 1, but Bourn Broadway suggests there may be a poor physical and functional relationship with Cambourne.				
<b>Does the site warrant further assessment?</b>	Yes. This is specifically in view of the physical proximity of the site opposite Cambourne, notwithstanding the presence of Bourn Broadway. Subjecting the site to a detailed assessment will ensure a direct comparison on a consistent basis with other site options to test whether it could form a reasonable extension to Cambourne, including the impact of the physical, visual and perceived separation provided by Bourn Broadway.				

<b>Tier 2</b>
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<b>Section A</b>	
<b>Sustainability ranking of settlement</b>	7th
<b>Accessibility to local employment (ratio jobs to workers)</b>	As Cambourne is still being built out, the eventual number of jobs will depend on how the remaining employment land in Cambourne, in particular the business park, is implemented and taken up. Estimates of around 4800 to 5300 jobs have been provided by recent evidence in connection with planning applications. Using the 2001 census district average of 1.25 economically active persons per dwelling for the planned 4250 dwellings, gives an estimated working population of 5300. This gives a ratio in the order of 1.

<b>Accessibility to Key Cambridge Locations</b>				
<b>Science Park</b>	<b>City Centre</b>		<b>Addenbrookes</b>	
12.5 km	11 km		15 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>	1,480m	3,560m	2,015m	3,485m
<b>Primary School</b>	300m	1,420m	440m	1,650m
<b>Secondary School</b>	4,410m	5,510m	7,190m	9,130m
<b>Post Office</b>	2,030m	1,420m	2,560m	3,610m
<b>Doctor's Surgery / Medical Centre</b>	1,250m	3,330m	1,720m	3,980m
<b>Existing Public Outdoor Sport</b>	920m	1,600m	1,440m	2,710m
<b>Existing Children's Formal Playspace</b>	910m	1,550m	1,410m	2,670m

<p><b>Education Requirements or Potential for Additional Provision</b></p>	<p>A site of 1500 dwellings would be likely to lead to the following increases in pupil numbers:</p> <ul style="list-style-type: none"> <li>Primary Pupils – 375 additional pupils.</li> </ul> <p>In line with the County Council’s policy for developing sustainable communities new primary schools for the development would be required.</p> <p>The 375 pupils, would require 1.8 forms of entry (FE) of provision. To meet this need, the County Council would need to secure sites for a new 2FE primary schools, 2.3ha.</p> <p>Additional pupils generated from a smaller development of 500 to 1000 dwellings would require a one form entry primary school.</p> <ul style="list-style-type: none"> <li>Secondary Pupils – 263 additional pupils</li> </ul> <p>There is currently no capacity to meet this level of demand within the catchment area at Comberton Village College. The County Council has advised that there is a need for a secondary school to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. However, additional development will add to the demand for secondary places and would also offer the opportunity for identifying a site for a secondary school. Work is currently underway to make provision within the area and section 106 contributions towards this provision would be required. The site is physically separated from the main body of Cambourne by the Bourn Broadway such that the District Council considers it would not be a good location for a secondary school serving Cambourne.</p>			
<p><b>Potential for Additional Services or Facilities</b></p>	<p>The objector proposes that the larger of the 2 developments would have its own high street, shopping, leisure and community facilities and also a broader range of employment opportunities. It is not clear if there would be any change to this for the smaller scale of development but it is likely that a smaller scale of provision would be made.</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</p>	<p>1000m</p>	<p>0m</p>	<p>1300m</p>
<p><b>Quality of Public Transport</b></p>	<p>Good Quality. Mon-Fri every 20 mins between 6.15am - 8.25pm and hourly in the evenings. Sat every 20 mins between 7.20am - 8.25pm and hourly on Sunday.</p>			
<p><b>Existing Public Transport Summary</b></p>	<p>Cambourne is currently served by the Citi4 bus service, which runs at a frequency of 3 buses per hour. This takes 35 mins to reach the city centre from the centre of Cambourne.</p>			



<p><b>Existing Cycling Infrastructure</b></p>	<p>It is now possible to travel by bicycle from Cambourne to the edge of Cambridge along a combination the route of the old A428, which is now a lightly-trafficked route from Cambourne to Hardwick and cycle paths thereafter.</p>
<p><b>Potential for Transport Improvements</b></p>	<p>Given the distance Cambourne is from Cambridge it is unlikely that a high proportion of residents could ever be encouraged to cycle into Cambridge. It is possible that 1500 dwellings here could support its own bus service into Cambridge with a frequency of 1/2 buses an hour, starting/terminating in the centre of Cambourne. This would increase the number of buses from the centre of Cambourne into Cambridge from 3 an hour to 4/5 an hour. The operator of the existing Citi4 service would only be likely to divert their service into the site if this would add little or no extra time to existing passengers; it is possible therefore that this site with 1500 dwellings could be served by 4/5 buses an hour into Cambridge. However if the operator of the Citi4 bus service would not divert their service into the site then this site would be served by the least frequent public transport out of all the Cambourne extension sites.</p>
<p><b>Likelihood of achieving high share of sustainable modes</b></p>	<p>The 2006 Cambourne Study showed that almost 80% of people drive to work with the current level of public transport. Even with a greater level of public transport it would not significantly reduce the overall dominance of the car as the primary mode of movement. However, the relative proximity of this site to Cambridge in comparison to Cambourne and the other objection sites around Cambourne means that potentially this site could achieve a slightly higher sustainable transport mode share than the other sites.</p> <p>The centre of this site is over 2km from the centre of Cambourne. If the vehicular arrangements were such that it was more difficult to drive to Cambourne than walk/cycle/go by bus then it would be reasonable to expect a proportion of residents to use the sustainable modes of transport for local trips to the centre of Cambourne from this site, but the distance may limit this.</p>

<b>Section A conclusion:</b>	<p>Cambourne is the least sustainable of the 6 settlements that are reasonable locations for development to make up the housing shortfall. It has Good Quality Public Transport and whilst there may be potential to provide a new service, this would be unlikely to provide High Quality Public Transport, the journey times to Cambridge will remain lengthy and it is anticipated that the mode share for the private car will remain high. There is also a concern over potential capacity of the main A428 access junction. There are existing services and facilities in Cambourne, but these are a considerable walk away from the site and separated from the main part of the village by the Bourn Broadway which provides a physical and psychological barrier to easy access and use of sustainable modes of transport. The objector proposes new services and facilities in the new development that would be compatible with the scale of the development. However, the District Council considers that locating a secondary school in this location to serve the whole village would not provide convenient access to the existing parts of Cambourne given the physical separation from the village, although it would provide the potential to identify a site if a more appropriate central location cannot be found.</p>
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<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	Adjacent in part, otherwise opposite Cambourne, separated from it by The Broadway.	<b>Allocated for another use in the LDF?</b>	N	
<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	Bucket Hill Plantation lies in the south east corner of the objection site. It is outside the development area indicated on objector's master plan.
<b>Local Nature Reserve</b>	No	
<b>Tree Preservation Order</b>	Yes	Some TPO trees on outer site boundaries.
<b>Public Rights of Way Crossing the Site</b>	No	
<b>Public Rights of Way leading from the site</b>	Yes	Public Rights of Way to Bourn, and various routes to the north.
<b>Non Statutory Archaeological Site</b>	Yes	The site is located in an area of high archaeological potential. A Roman cemetery was identified in this area during airfield construction in 1942 (HER 03274). The cemetery was of high status and included at least one stone coffin. Specific areas of archaeological sensitivity within the site cannot be defined on the basis of current knowledge. The problem is exacerbated in this area by the unresponsive nature of the boulder clay geology, which is generally unresponsive to remote sensing. This issue is further compounded at Bourne Airfield where the land use limits the effectiveness of aerial photographs and the potential for identification of chance finds. The County Council comments are an assessment of potential based on interpretation of known sites within the context of an archaeological landscape. They would need further information before they could provide detailed advice on the suitability of the sites for development. On the basis of current information the County Council would object to the allocation of this site, as development could have a severe detrimental impact on the archaeological landscape.
<b>Previously Developed Land</b>	Yes	Only the runways conform to the definition of previously developed land in PPS3, the remainder of the airfield is in active agricultural use. Even if the whole of the site was previously developed land that could be considered for development under the provisions of PPS3, PPS3 advises that large open areas of PDL are not necessarily suitable for development.
<b>Agricultural Land Classification Grade 3 or above</b>	Yes	Grade 2

<b>Ground Water Source Protection Zone</b>	No	
<b>Drainage Issues</b>	Yes	The general surface drainage in the area flows naturally towards and feeds into Bourn Brook that is within the flood plain. There is concern about contributing to / increasing flood risk in these area. Development of this site would require flood risk assessments in accordance with PPS 25. The Environment Agency has expressed concern with regard to the impacts on the recipient watercourse from the Uttons Drove Sewage Treatment Works (STW) (which will also serve Northstowe), which would be the likely recipient of foul water drainage from development in this area. Any development at this location would be required to demonstrate that there was enough capacity within the recipient foul water drainage system, or that the system could be upgraded in order to facilitate any proposed growth (above design capacity).
<b>Land Contamination</b>	Yes	Former WWII military base, civil airfield and current industrial uses. Would require investigation and potentially remediation.
<b>Air Quality Issues</b>	No	This site is not located within an area that experiences poor quality. However, the site may hold up to 1500 dwellings, which has the potential to generate a significant amount of extra traffic on the A428 and surrounding road networks. With this in mind, the Council would require a full and detailed air quality assessment, the content of which should be agreed with the Council prior to being carried out. Future circumstances along the A428 are not known, therefore, air quality will be a moderately significant issue. However, it is recommended that allocation of land for housing development should not occur within 30m of a busy trunk road, and a buffer of 30m should be incorporated.
<b>Noise Issues</b>	Yes	The North of the site is bounded by the A428. Traffic noise and noise from any commercial / industrial / agricultural uses that will remain on the periphery require careful consideration. There are serious concerns about noise impact and it is recommended that this noise constraint is fully considered prior to any allocation. The North East of the objection site will be in close proximity to these industrial units and there is serious concern about placing noise sensitive receptors into an existing noisy environment. The Council has investigated noise complaints regarding the operation of TKA Talent Chassis and a statutory noise nuisance has been witnessed previously but resolved to an acceptable level. The business is located in old aircraft hangers with limited noise insulation. There are no known planning controls restricting the hours of work and the site can operate 24 hours. If these industrial units are to remain it is likely that future noise sensitive receptors in the proposed site will be located closer than existing residents in Highfields. It is uncertain whether mitigation measures on the proposed development site can provide an acceptable ambient noise environment. Substantial noise insulation / mitigation measures could be

		undertaken on the industrial units but there is uncertainty as to whether these would be effective. Such mitigation measures are likely to require the cooperation of the business operators and section 106 planning / obligation requirements may be required. Before this site were allocated for residential development it is recommended that this noise threat / constraint is thoroughly investigated having regard to PPG 24 and associated guidance. This site requires a full noise feasibility assessment including consideration of financial viability.
<b>Known Ecological constraints to development</b>		In addition to the runway hardstanding, the site comprises mainly arable land, with some improved grassland. It includes a number of additional non designated habitats of varying ecological interest and significance including broadleaved woodland, hedgerows, veteran trees and ponds. The site also supports legally protected species including great crested newt, bats, and a number of bird species of conservation concern (red and amber list species), and national and local BAP species including brown hare, skylark and song thrush. Measures would be required to mitigate the impact on biodiversity, and the Representor's masterplan and ecological survey indicate the potential for habitat enhancement in association with development.
<b>Section B Conclusion</b>		There are no known site specific constraints that are likely to prevent development on this site. There is a need to explore the issue of capacity at the Uttons Drove Sewage Treatment Works and ensure adequate provision can be made on view of the impact of other planned new developments. Land contamination needs to be explored. This, together with air quality and noise may impact on the location and form of any development but are not anticipated to prevent development. Further information on archaeology would be required to demonstrate whether the site is suitable for development.

<b>Section C</b>	
<b>Planning Considerations and Delivery</b>	
<b>Planning History</b>	The original Section 77 Inquiry (1992, relevant extracts provided as Examination Reference Document RD/SSPEXam/90) into 8 concurrent applications for a new settlement in various locations in the A45 (now the A428) Corridor considered the merits of locating Cambourne in the location of the objection site. The Inspector's Report considered the objection site as part of two proposals: Great Common Farm which included land at Bourn Airfield and Great Common Farm and spanned Bourn Broadway (Cambourne as planned extends as far east as Bourn Broadway and includes part of this site); and Bourn Airfield which is synonymous with this objector's proposals. The Inspector rejected the Bourn Airfield site for a number of reasons including the reason that "the Bourn Airfield proposals (for 3,000 dwellings) does lack sufficient room within its boundaries to give adequate separation" with Highfields. The Inspector supported the Great Common Farm proposals having accepted that the

	<p>proposed separation and new woodland buffer between the site and Highfields village would provide “satisfactory spacing” to ensure that Highfields retains its character. It is important to understand that the Inspector was considering the impact of a new settlement of 3000 dwellings and that the site would have been instead of the current Cambourne site. The Secretary of State did not accept his Inspector’s recommendation and dismissed the appeal for reasons including the proposed new settlement adversely affecting the environment of Bourn village as a result of the levels of additional traffic generated on Bourn Broadway.</p>
<p><b>Implications of scale of site for settlement character</b></p>	<p>A major development of either 1,500 or 3,000 dwellings would be significant in relation to the planned size of Cambourne. It was originally conceived as a linked group of 3 villages totalling 3,300 dwellings and is now proposed to be in the order of 4,000 by virtue of building the last parts of Cambourne at higher densities than earlier phases to raise the overall density to 30 dph, the current national minimum. A further fourth village would increase the overall size of Cambourne by 45% and 91% respectively over the original planned size and by 37% and 75% respectively over the current planned size. This would have significant implications for settlement character and the appropriate level/location of services and facilities. This site is not well located to provide accessible services and facilities to the rest of Cambourne. It would be located at some distance from the centre from which it would be separated by relatively low density development. Cambourne was not designed to be extended in this way and development would have significant implications for sustainable movement within Cambourne and for settlement character.</p>
<p><b>Potential to create sustainable mixed development</b></p>	<p>This is a major scale of development that would require its own services and facilities to serve 1,500 dwellings. Whether this smaller level of development (compared with Bourn Airfield 1) is sufficient to support the high street, shopping, leisure and community facilities proposed by the objector for the larger scale development is not clear. Primary and secondary education would also need to be provided. The objector argues this would complement facilities already in Cambourne. The County Council has advised that there is a need for a secondary school to serve Cambourne based on current planned growth which is being explored, and that provision is not dependent on additional growth. It is therefore not a specific benefit of this proposed development and this is not considered to be a suitable location. The location of services and facilities within the new development rather than as an enhancement of the existing village centre, which would not be physically possible in terms of available land, would create a second village centre and the development would in reality function as a separate new village which just happens to be located next to Cambourne and not as an extension to Cambourne. This would limit any sustainability benefits of a major expansion of Cambourne. The physical scope to enhance or provide new facilities within the existing village centre is limited and therefore there is limited potential to provide higher order services and facilities that would help make Cambourne more inherently sustainable.</p>
<p><b>Relationship to Existing</b></p>	<p>Whilst the site is relatively close physically to the eastern edge of Cambourne, in reality it is separated from it by the Broadway and</p>

<b>Settlement</b>	<p>open areas to the east of Cambourne as currently planned. The Broadway is elevated at its northern end and Cambourne is not visible when approaching from the east until beyond the Broadway. Similarly the site is not visible when passing Cambourne from the west and is only seen once beyond the Broadway. It would therefore not read as an extension to Cambourne in the landscape but as a new settlement which just happens to be located next to Cambourne. It is some considerable way from the proposed residential areas within the development to the services and facilities in Cambourne. It is in the order of a 30 to 35 minute walk from the centre of the area proposed for development to the village centre (assuming direct walking access across the Bourn Broadway). This would also mean that new facilities provided in the new development would not be very accessible to the existing village. The development would also be in close proximity to Highfields to the east.</p>
<b>Impact of development on local character and appearance</b>	<p>The siting of development within this large site in the north west area as proposed by the objector means that it will be clearly visible from the A428 as evidenced by the current views across the site and down one of the runways. Whilst it would be a smaller area than the larger Bourne Airfield proposal, it would also be prominent in views from the new elevated sections of the Broadway, the link between Bourne and the old A428 road. The Broadway forms a strong physical barrier to views from the A428 and Cambourne and the objection site cannot be viewed together. Development in this location would therefore read in the landscape as a separate settlement from the currently proposed form of Cambourne, albeit close to it, rather than as an extension to Cambourne. In views, the development would be read alongside the village of Highfields nearby to the east. The effect of development on this land would result in a linear of development along the A428 corridor that would result in almost continuous development over a considerable length to the south of the A428, from Cambourne to Hardwick, some 7 kilometres in length having the appearance of a ribbon of development extending into the countryside from the outer boundary of the Cambridge Green Belt which at this point is only just over 4 kilometres wide. Whilst the impact would not be quite as significant as with the larger Bourn Airfield (1) site, the same issues would arise.</p>
<b>Impact on purposes of the Green Belt</b>	<p>N/A</p>
<b>Road capacity and access</b>	<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. This would apply to allocations in Cambourne. Additionally, allocations in Cambourne would put particular pressure on the A1303 St Neots Road / Madingley Road between the A428 and Cambridge. Any development at Cambourne would have to demonstrate that this would not lead to congestion on the A428 Trunk Road, and that any public transport proposals relied upon to deliver sustainable travel options were not prejudiced by traffic conditions. The County Council advises that depending on the final format of the A14 improvement scheme, there would be potential for traffic travelling westbound on the A14 from Cambourne to add to congestion in Huntingdon.</p>

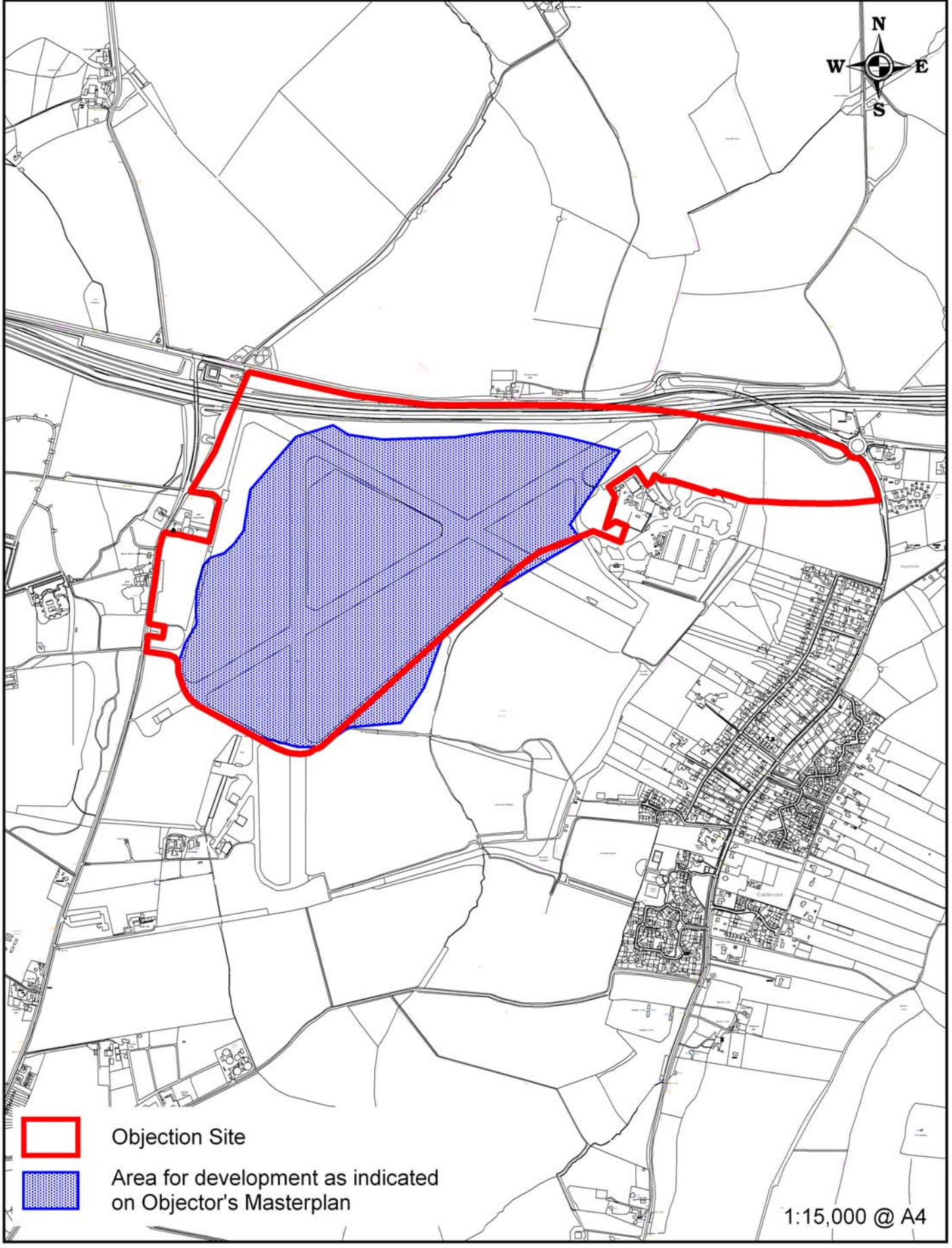
	<p>The Highways Agency would not object to an allocation at Cambourne provided any impacts on the Trunk Road network were properly identified and, if necessary, mitigated. Based on current knowledge, the main line A428 dual carriageway section between Caxton Gibbet and Girton (but not including the junctions at either end) is likely to have sufficient capacity to accommodate any allocation. The Caxton Gibbet roundabout is likely to need a substantial increase in capacity and there would be issues on the single carriageway section of the A428 west of this junction quickly leading to long platoons of slow moving traffic. This would not lend itself to resolution by a single private developer and would lead to pressure to bring forward a major scheme to improve the A428 between Caxton and the A1. This might be tolerable to the Highways Agency in the medium terms until such time as it is possible to bring forward such a scheme. However, individual junctions along this section might require selective upgrades in order to preserve adequate conditions for local traffic wishing to join and/or cross the Trunk Road. The grade separated junction at the Cambourne A428 junction might require modification such as to the geometry of individual roundabout entry arms and to individual merge or diverge tapers. The HA advises that the level of impact on the M11/A14 Girton exchange and beyond would be likely to be acceptable given the number of alternative routes available for traffic generated at Cambourne.</p> <p>The County Council advises that any allocation considered under the current policy framework, should aim to make public transport as or more reliable than the private car. For sites around Cambourne, this is a challenging aim for trips into Cambridge, given the constraints over the length of the section of the A1303 between the A428 and Cambridge.</p> <p>Vehicular access to the site from the surrounding road network could be achieved by connecting to the roundabout junction of Highfields Road and the old A428. From here vehicles would either travel east to connect to the new A428 at the Hardwick roundabout or travel west to connect to the new A428 at Cambourne roundabout (or to travel into Cambourne itself). Given the likelihood of a high modal share for cars however there is a potential question over the capacity of these junctions to cope with a development of the scale of the objection site.</p> <p>The County Council advises that vehicular access through residential areas of Cambourne to this site would be undesirable, given the physical separation between the site and Cambourne, and the likelihood that this would lead to a greater reliance on the private car than seen in the existing Cambourne villages, and potentially than in other sites under consideration. It would increase traffic on the roads in the existing villages in areas that were designed to cater for their own traffic, and not through traffic. Rather, this link should be for pedestrians, cyclists and public transport vehicles only.</p> <p>If this site were to come forward, high quality direct bus, walking and</p>
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	<p>cycling routes combined with a more circuitous vehicular route might go some way to lessening reliance on the private car, but there would be a need to consider the capacity of the A428 junctions, and the desirability of adding primarily short distance local car trips to the A428. These are factors that are not in favour of this site.</p>
<p><b>Potential for countryside access (e.g. linked to scale of development / developer proposals)</b></p>	<p>Site is larger than development required, so there is potential for additional countryside access.</p>
<p><b>Deliverability (Key Infrastructure Constraints)</b></p>	<p>Achieving satisfactory road access to the site and between the site and the rest of Cambourne, and adequacy of the A428 junction capacity need to be confirmed. The provision of a Secondary School would be required. Capacity in Uttons Drove STW needs to be established. Land contamination, noise and air quality could impact on the location and form of development and therefore potentially on number of dwellings.</p>
<p><b>Deliverable completions by 2016</b></p>	<p>Approximately 1,500 dwellings.</p>
<p><b>Section C conclusion:</b></p>	<p>A major development of 1,500 dwellings would have a fundamental impact on the character and functioning of Cambourne. It is not consistent with the original vision for Cambourne whose centre cannot readily be extended to serve a larger settlement. This comes through in the objector's proposal for Bourn Airfield which is essentially a free-standing village scale development. It would take the overall scale of the village to 5,500 dwellings. This is moving towards the scale of a small town but there are no proposals to bring enhancements to the village centre to reflect the increasing population and limited physical capacity to do so. It would not read visually as part of Cambourne in the landscape and would have the effect of creating a linear form of development along the A428 corridor that would result in almost continuous development over a considerable length to the south of the A428. It is likely that the development would function as a separate village with its own services and facilities, if these were economically viable so close to Cambourne and could be accommodated without harm to the existing Cambourne village centre that is now becoming established. The County Council's advice that there should be no direct link between this site and the rest of Cambourne for the private car also emphasises the separateness. It could compromise the overall relative sustainability of Cambourne in terms of provision of adequate services and facilities in a central accessible location. A number of infrastructure constraints would also need to be addressed by the objector. This proposal demonstrates that the Masterplan for Cambourne does not lend itself to further significant development of this nature.</p>

### **Site Assessment Conclusion**

Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the overall impact on the settlement. Development on Bourn Airfield would not read visually as part of Cambourne in the landscape and would not form a natural extension to Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.



1:15,000 @ A4



Objection Site



Area for development as indicated on Objector's Masterplan



# Site 16 - Bourn Airfield (2) Cambourne

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