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SOUTH CAMBRIDGESHIRE AND CAMBRIDGE CITY COUNCIL CAMBRIDGE AND SOUTH CAMBRIDGESHIRE LOCAL PLANS: SUSTAINABILITY APPRAISAL OF MAIN MODIFICATIONS APPENDIX B

RAMBOLL ENVIRON

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Made by	**Emma Jones**
Checked by	**Bram Miller**
Approved by	**Bram Miller**

Made by: 

Checked/Approved by: 

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Revi-sion	Date	Made by	Checked by	Approved by	Description
A	12/10/17	EJ			Internal draft
1	03/11/17	EJ	BAM	BAM	Client report
2	21/12/17	EJ	BAM	BAM	Client report

This is Appendix B of the following report: *South Cambridgeshire and Cambridge City Council: Cambridge and South Cambridgeshire Local Plans: Sustainability Appraisal of Main Modifications.*

This appendix sets out the full results of the assessments of the policy and site modifications. The following policies and sites have been re-assessed within this appendix. Where the modification involved is a change to the boundary or proposed use of the site an amended site assessment pro-forma is provided. In cases where site boundaries and / or uses are not changed and the modification involves amended policy considerations an amended strategic level policy assessment table has been provided.

South Cambridgeshire

- Modification SC-MM045: Policy SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station;
- Modification SC-MM056 to SC-MM076, SC-MM261 Policy SS/5 Waterbeach New Town;
- Modification SC-MM077 to SC-MM092, SC-MM262: Policy SS/6 New Village at Bourn Airfield;
- Modification SC-MM184: New Policy E/1B: Cambridge Biomedical Campus Extension (please note that both the policy assessment and site assessment pro-forma are included here for completeness);
- Modification: SC-MM187 and SC-MM188: Policy E/5: Papworth Hospital; and
- Modification SC-MM263: SS/8 Cambourne West

Cambridge

- Modification CC-MM186: Site GB1: Land north of Worts' Causeway;
- Modification CC-MM187: Site GB2: Land south of Worts' Causeway; and
- Modification CC-MM197: Site R21: 315-349 Mill Road and Brookfields.

Modification SC-MM045: Policy SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station

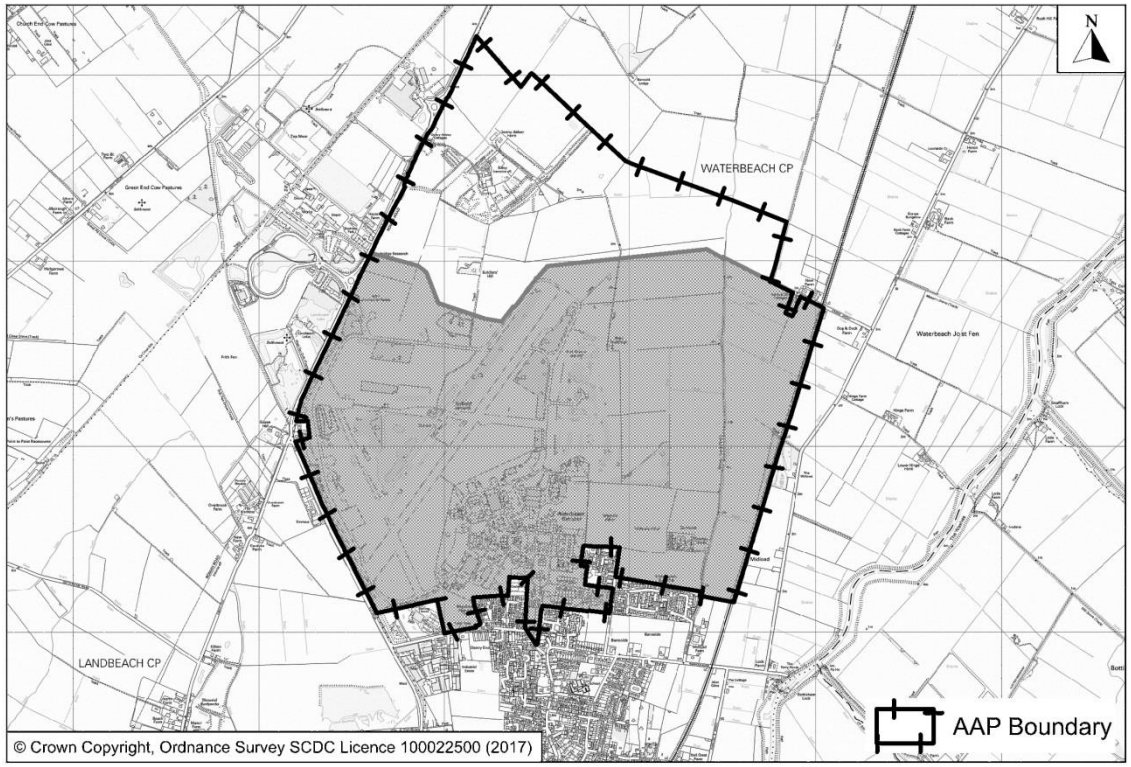
Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station		
SA objective	**Potential effect of SS/4 in Submission Draft**	**Changes to the effect for Main modifications**
1. Land / soil	+++ Significant positive impact (Policy SS/4) as development will utilize previously developed land however, some mineral reserves will be sterilised as a result of development of some areas of the site. Therefore site only meets some of the sustainability sub-objectives.	No change
2. Waste	? Uncertain impact (Policy SS/4) the site falls within an area of search for a household waste recycling centre to serve the north of Cambridge, and also to provide inert waste recycling. The nature and extent of which if located at this site would need to be compatible with the site's other uses.	No change
3. Pollution	+ Beneficial impact (Policy SS/4) on odour as the policy requires that impacts from the WWTW are mitigated. Development of the site for residential use could place people in locations where they are exposed to noise pollution and poor air quality (from dust) from the transportation of aggregates on the railway. These issues are to be dealt with in the Area Action Plan.	No change
4. Prot sites	? Uncertain impacts (Policy SS/4) as Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species and the nature of the impact will depend upon these measures.	+ Beneficial impact (Policy SS/4) as the policy has been strengthened with regard to protected sites and will now provide protection for the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features.
5. Habitats	0 Neutral effect	No change

Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station		
6. Green Spaces	0 Neutral effect	No change
7. Landscape and Townscape	0 Neutral effect	No change
8. Heritage	0 Neutral effect	No change
9. Places	+ Minor beneficial impact (Policy SS/4) policy requires a coordinated approach to redevelopment of the area, and this should assist with good place making.	No change
10. Climate mitig.	0 Neutral effect	No change
11. Climate adapt.	0 Neutral effect	No change
12. Health	0 Neutral effect	No change
13. Crime	0 Neutral effect	No change
14. Open space	0 Neutral effect	No change
15. Housing	+ Minor beneficial impacts (Policy SS/4) as the development is a mixed use but employment led allocation.	No change
16.Inequalities	0 Neutral effect	No change
17.Services	0	No change

Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station		
	Neutral effect	
18. Communities	0 Neutral effect	No change
19. Economy	+++ Significant beneficial impact (Policy SS/4) as the allocation is primarily for employment land and will provide a revitalised employment area with good transport links.	No change
20. Work	+++ Significant beneficial impacts (Policy SS/4) as the employment focused mixed use development will be highly accessible by sustainable modes of transport.	No change
21. Investment	0 Neutral effect	No change
22. Travel	+++ Significant beneficial impacts (Policy SS/4) as the site will be accessible by the guided bus extension, a brand new railway station, cycleways, and the site has very good sustainable transport links.	No change
23. Trans Infra	+++ Significant beneficial (Policy SS/4) as the policy requires investment in linkages for pedestrians and cyclists.	No change

Modification SC-MM056 to SC-MM076, SC-MM261 Policy SS/5 Waterbeach New Town

Site Information	
Development Sequence	**New Settlement**
Site reference number(s): SC 231b	
Consultation Reference numbers:2&3 (I&O 2012)	
Site name/address: New Town north of Waterbeach (Revision to SC231a)	
Map:	



Site description: A flat site to the immediate north of Waterbeach comprising Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. Denny Abbey sits within the north western corner of the site. A Waste Water Treatment Works (WWTW) sits within the south eastern corner of the site. The A10 runs down its western flank and beyond it is the Cambridge Research Park. The railway line between Cambridge and Ely runs down its eastern flank. Site boundaries are sometimes hedged with scattered trees. **NOTE: Site area reflects the proposed submission Local Plan, as modified by Main Modification SC-MM261.**
Current use(s): Disused military Barracks / Agriculture
Proposed use(s): Mixed use new community comprising 8,000 to 9,000 dwellings forming a new town to the north of Waterbeach village, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a segregated bus route to Cambridge, and public open space and including an appropriate setting for the Denny Abbey Scheduled Monument and village separation.
Site size (ha): South Cambridgeshire: Major Development Site 426.1 ha. Area within the Major Development Site boundary 578 ha.
Potential residential capacity: 8,000 to 9,000 dwellings (average 40 dph)

LAND			
PDL	Would development make use of previously developed land?		AMBER = Partially on PDL Military barracks and airfield.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of site is classified as Grade 2, with some Grade 3. Airfield is unclassified. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. This would result in the loss of agricultural land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts

			Site falls within a designated area in the Minerals and Waste LDF, development would have minor negative impacts on identified Minerals Reserves.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Adverse impact Development could impact on air quality, with minor negative impacts incapable of mitigation. Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. They would have a major beneficial effect on the reduction of greenhouse gas emissions, and local air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator?		GREEN = No adverse effects or capable of full mitigation Development compatible with neighbouring uses. Some potential for traffic noise from A10 and railway, but should be possible to mitigate. Small part of the site is within a WWTW safeguarding Area of the Cambridgeshire & Peterborough Minerals and Waste LDF. Core Strategy policy CS31 establishes a presumption against allowing development that would be occupied by people because of the impact on amenity caused by offensive odours from the site. Where new development is proposed it must be accompanied by an odour assessment report. Development could expose residents to offensive odours with significant negative impacts incapable of adequate mitigation. Developers propose to move the WWTW off site which would mitigate this impact. A further small part of the Major Development Site (MDS) lies within a consultation area surrounding the Waterbeach Waste Management Park. Planning applications within the area require consultation with the Cambridgeshire County Council to ensure appropriate mitigation.

Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development Potential for minor benefits through remediation of minor contamination, the site has a number of potential sources of contamination- previous military land, areas of filled ground, a sewerage works and also adjacent to railway line and landfill.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation Development unlikely to affect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process and will mitigate any impact on groundwater.
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to, or local area will be developed as greenspace. No or negligible impacts Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Assumptions for a positive impact are that opportunities for enhancement and new features will be achieved and that risks of negative impact (loss of existing features) will be satisfactorily mitigated, opportunities include new woodland, hedgerows, grassland, watercourses and ponds. Northern part of the site, proposed to remain free from development, will provide major opportunities for mitigation. Due to the range of habitats currently found in this site an impact would be upon a range of species. The site is currently subject to a low level of human disturbance. The site contains some populations of plants unrecorded elsewhere within the county. Any development of this large site would

	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		require extensive ecological investigation (possibly over several years) as part of the EIA process. Opportunity for habitat linkage/enhancement/restoration balanced by threats to existing features. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Proposed route do not pass through any identified sites of ecological designation.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure Development would deliver significant new Green Infrastructure. The northern part of the site area can deliver new public open space and a significant landscaped setting for Denny Abbey.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of mitigation. The scale and character of the proposed development would be visible over large areas, and the likely scale and type of buildings would form developed skylines to the north, south and east. Folds and slopes within the landform of the development site would mean a high inter-visibility between sections of the development and reinforce its dominance in the landscape when viewed from outside the site. Development would be large in relation to the existing settlements and of such a different character that it would have an adverse effect on them. Significant mitigation measures are proposed, in particular utilising the northern part of the site to reduce wider landscape impacts, including on Denney Abbey. Reducing the built area of the development, and the density, will enable additional tree planting and boundary treatment, and reduce building heights.

			Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. Landscape impacts are uncertain at this stage. A busway using the Mereway route would have significant negative landscape impacts. There are potential negative impacts on Green Belt.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and		AMBER = Site contains, is adjacent to, or within the setting of such sites with potential for negative impacts capable of appropriate mitigation Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site, and numerous Bronze Age barrows known in the area, a significant number of which are designated Scheduled Monuments. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Impacts on Denny Abbey can be mitigated through setting back the built form away from Denny Abbey, significant landscaping and boundary treatments, and controls over building heights.

	scheduled monuments)?		**UPDATE: Revised boundary resulting from the Proposed Modification sets development further back from Denny Abbey, and the earthwork causeway oriented towards soldiers hill. The boundary has given more detailed consideration to the land that should be retained as setting of Denny Abbey than was possible at the time the Local Plan was submitted, in consultation with Historic England, and will ensure that the most sensitive part of the setting is reflected in the boundary of the Major Development Site.** Bus priority measures, Park & Ride, cycling and pedestrian improvements, and highways improvements on the A10 corridor, planned to secure wider benefits would also be required to serve this site. A busway using the Mereway route would have potential to negatively impact on heritage assets, as it would be nearer to listed buildings and a conservation area. Archaeology would require assessment through the development process.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		DARK GREEN = Development would create significant additional opportunities for renewable energy. Development would create major additional opportunities for renewable energy based upon potential for combined heat and power.
Flood Risk	Is site within at flood risk?		GREEN = Flood Zone 1 / low risk Great majority of site within Flood Zone 1 and no drainage issues that cannot be Appropriately addressed.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		DARK GREEN = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards. Development would deliver significant new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km Assumed provision on site
Distance: Play Facilities	How far is the nearest play space		GREEN = <400m

	for children and teenagers?		Assumed provision on site
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m Assumed network of town and local centres on site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		G = <400m Assumed provision on site.
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit New local facilities or improved existing facilities are proposed of significant benefit. Proposal to include new secondary and primary schools, a large medical centre, retail, leisure and sports facilities
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible

			New local community / village hall or improved existing facility is proposed of significant benefit (and is viable and sustainable). Submission states that a number of community centres will be provided to include halls, libraries and places of faith
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The assumption is that the town and local centre proposals will only be of a suitable scale to serve needs of new residents and will not impact on other centres.
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use Development would include employment opportunities. Also adjoins the Cambridge Research Park site.

Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		DARK GREEN = Development would significantly enhance employment opportunities Development would significantly enhance employment opportunities. Much of the new employment provision would take place beyond 2031.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity. Waste Water Treatment Works would be relocated off site.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary schools.
Distance: Primary School	How far is the nearest primary school?		G = <400m Assume provision on site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Assume provision on site.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. TSCSC envisages cycling improvements alongside public transport improvements. Assumed provision of cycling improvements along with a segregated busway to Cambridge would form part of mitigation package.

HQPT	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		GREEN = Score 15-19 from 4 criteria below Total score 18. UPDATE: Score changed from 15 to 18 to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station			GG = Within 400m (6) Potential for Waterbeach Barracks to north Cambridge Busway to serve the site, providing access to residents of a new town. New public transport routes through the town to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision) (Currently 1,087m ACF from the centre of the site to the nearest bus stop - Research Park Entrance (9 service)). UPDATE: Score changed from Amber = Within 800m to GG = Within 400m.
Frequency of Public Transport			G = 20 minute frequency (4) Potential to deliver a High Quality Public Transport corridor linking the new town to Cambridge. HQPT corridor would create bus service frequency of 15 minutes or better. (Currently 9 service - hourly service)
Public transport			G = 21 to 30 minutes (4)

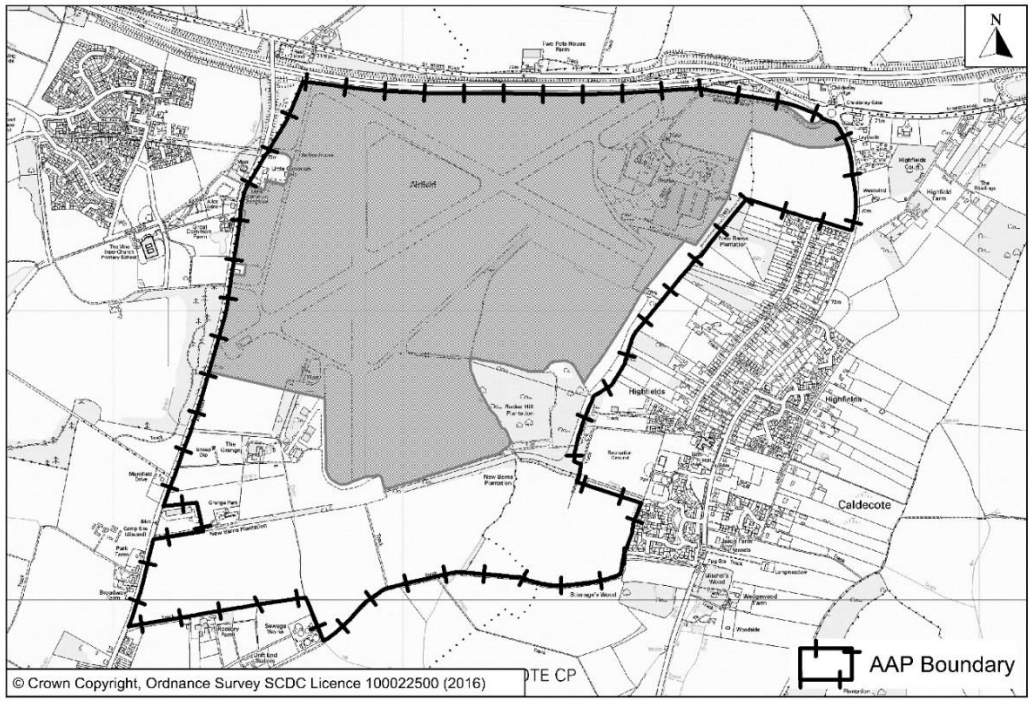
journey time to City Centre			Future journey time could be affected by transport improvements, particularly if segregated bus links were introduced. Currently 9 service - 28 minutes to Ely (Landbeach, Research Park Entrance to Ely, Market Street). 9 service - 27 minutes to Cambridge (Landbeach, Research Park Entrance to Cambridge, Drummer Street Bus Station).
Distance for cycling to City Centre			G = 5km to 10km (4) 9.68km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?		G = <400m New train station to relocate existing Waterbeach station proposed on the Ely to Cambridge railway line to serve village and the new town.
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport modelling and a detailed transport assessment. They could include dualling of the A10 between Waterbeach and the A14 and upgrading of the A10 and A14 junction. Development proposals of this scale will need to be backed by a Transport Assessment and supporting Travel Plans. Any Transport Assessment will need to be based on analysis undertaken using the Cambridge Sub-Region Model or similar analysis agreed with HE and the LHA. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for each site and will need to take account of and facilitate the delivery of schemes identified through the City Deal Programme for the A10 and Milton Road corridors.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		GREEN = Significant improvements to public transport, cycling, walking facilities Would potentially result in significant improvement to public transport, walking or cycling facilities. Promoter proposes new train station on the Ely to Cambridge railway line. Also propose a rapid bus service alongside the A10 – potential to link into CGB at Science Park. Opportunities to link to existing walking and cycle routes (such as NCN11) into Cambridge and other key sites such as Science

			Park. Potential requirement to enhance Park and Ride site on A10 at Milton to provide greater capacity. Opportunity to strengthen bus services on corridor between Waterbeach and Cambridge by a rapid service alongside the A10.

Modification SC-MM077 to SC-MM092, SC-MM262: Policy SS/6 New Village at Bourn Airfield

Site Information	
Development Sequence	**New Settlement**
Site reference number(s): SC057 & 238a	
Consultation Reference numbers: 5 (I&O 2012)	
Site name/address: Bourn Airfield, Bourn	

Map (New Major Development Site Boundary as Proposed to be Modified):



Site description: The site lies to the west of the settlements of Highfields and Caldecote, immediately south of the A428 trunk road (linking Cambridge with Bedford), to the north of the small settlement of Bourn, and to the east of the new settlement of Cambourne. By virtue of the historic use of the site as an airfield it is essentially devoid of natural vegetation and accordingly is very open in nature. The only developed parts on the site comprise aircraft hangers, industrial buildings and outside storage areas.

NOTE: Site area reflects the proposed submission Local Plan, as modified by Main Modification SC-MM262.

Current use(s): Civil Aviation Authority Licensed Airfield for pilot training and private aircraft / Storage / Market / Agricultural

Proposed use(s): New Village to the east of Cambourne with approximately 3,500 dwellings, employment, retail, commercial uses, outdoor, outdoor recreation			
Site size (ha): New Modified Major Development Site area: 172.2 ha.			
Potential residential capacity: 3,500 dwellings			
LAND			
PDL	Would development make use of previously developed land?		AMBER = Partially on PDL The site includes the runways and some aircraft hangers, industrial buildings and outside storage areas. The rest of the site is in agricultural use and therefore not PDL. Approximately one third of site PDL.
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		RED = Significant loss (20 ha or more) of grades 1 and 2 land Majority of site is Grade 2. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Despite this proposal not being adjacent to an Air Quality Management Area, it is of a significant size and therefore, there is a potential for an increase in traffic and static emissions that could

	impact/worsening of air quality?		affect local air quality. More information is required for this location, particularly details for air quality assessment and a low emission strategy. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Noise issues - Environmental Health concerns about the site in 2012 relate to the former ThyssenKrupp manufacturing processes on the site. Note that the site is not currently in active use. The replacement of the existing industrial type uses with lower noise impact employment development more compatible with residential as required by the local plan policy proposed, with additional noise mitigation as appropriate and consideration of measures to mitigate traffic noise impacts from the A428 on future residential would address these concerns, through master planning and detailed design.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development This site is previously an airfield and may have contaminated land. It will require investigation. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality of the		GREEN = No impact / Capable of full mitigation Assumptions for a neutral impact are that appropriate standards and pollution control measures will achieved through the development process, e.g. as part of Sustainable Drainage Systems (Suds).

	water environment?		
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Adjoins Bucket Hill Plantation County Wildlife Site. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure))?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation Assumptions are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process. Greatest impact likely to be as a result of losing grassland habitats currently found within the airfield strips. Great crested newts are known to be in the vicinity and may also be adversely affected. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate the adverse effects.
TPO	Are there trees on site or immediately		AMBER = Any adverse impact on protected trees capable of appropriate mitigation

	adjacent protected by a Tree Preservation Order (TPO)?		TPO present in hedge lines throughout the site with a significant woodland in the south east boundary (just off site).
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure Opportunities for new green infrastructure within the wider AAP area.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The

	and scale of development?		segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Setting of listed buildings to west and south west of site would be adversely affected by development. Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		GREEN = Development would create additional opportunities for renewable energy. Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include additional renewable energy options
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed.

HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create opportunities for new public open space, including through delivery of green infrastructure.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km Assumed provision on site
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m Assumed provision on site
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G = <400m New village centre would be required. (Centre point of site beyond 1,000m of nearest existing centre)
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health		G = <400m

	centre or GP service?		Assumed provision on site
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		GREEN = New local facilities or improved existing facilities are proposed of significant benefit New settlement therefore would expect to be self sufficient and sustainable. Promoter has indicated that the settlement will be a mixed use sustainable community.
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible New local community / village hall or improved existing facility is proposed of minor benefit (and is viable and sustainable). The promoter has indicated that the new settlement will be self sufficient and sustainable.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

	deprived wards of Cambridge?		
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres Development would have no effect on vitality or viability of existing centres. The new settlement is proposed as being a self sufficient sustainable community.
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		DARK GREEN= Development would significantly enhance employment opportunities It is proposed that the new settlement be a mixed-use community therefore this would mitigate the loss of employment as a result of developing the airfield site. In addition the adjoining industrial site is proposed to be redeveloped with employment uses compatible with the adjoining site would enable the new village to include a significant element of employment.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities Infrastructure improvements required, but constraints can be addressed. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. The sewage network is at capacity.

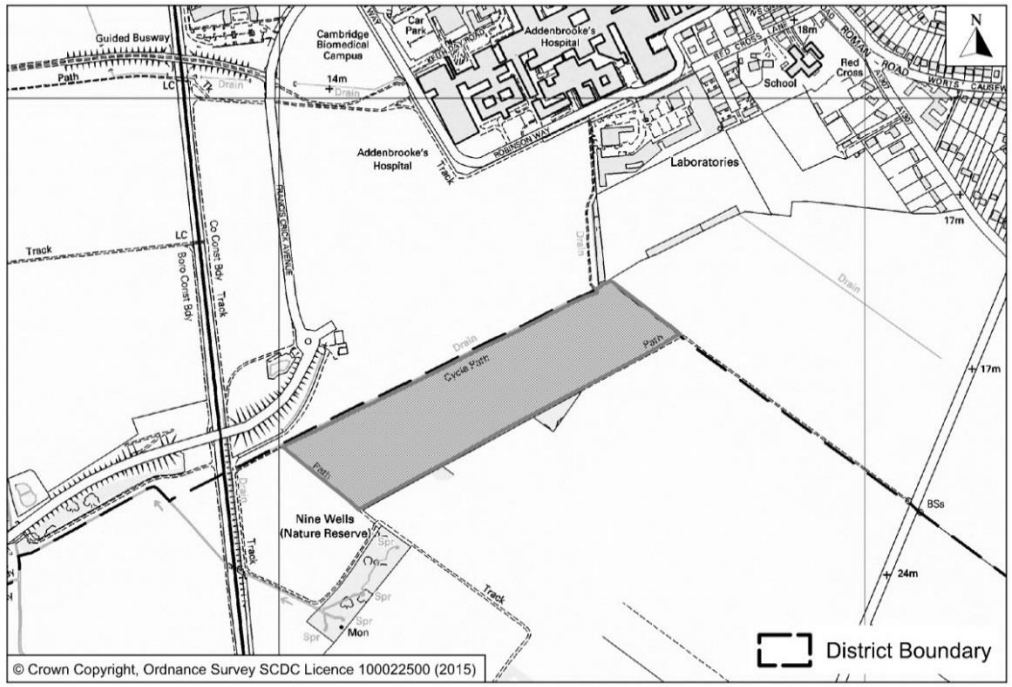
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated
Distance: Primary School	How far is the nearest primary school?		G = <400m Assumed provision on site.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Assumed new secondary school provision on-site.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.
HQPT	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term. The City Deal A428 public transport corridor scheme includes bus priority and bus infrastructure improvements to improve journey time reliability (currently the subject of consultation).

Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		GREEN = Score 15-19 from 4 criteria below Total score of 17 UPDATE: Score changed from 13 to 17 to reflect revised Public transport journey time to City Centre score.
Distance: bus stop / rail station			GG = Within 400m (6) Mitigation would include a segregated bus link though the development, providing good access to public transport. New public transport routes through the site to provide accessible services. (scoring revised for consistency with other major sites with new public transport provision) (Currently 820m ACF from the centre of the site to nearest bus stop).
Frequency of Public Transport			G = 20 minute frequency (4) TSCSC requires creation of a High Quality Public Transport corridor linking the new village to Cambridge. HQPT corridor would create bus service frequency of 15 minutes or better. (Currently Citi 4 - 20 minute frequency)
Public transport journey time to City Centre			G = 21 to 30 minutes (4) Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study would reduce journey time to below 30 mins (currently 33 mins from existing bus stop).

			UPDATE: Change of score from Amber to Green
Distance for cycling to City Centre			A = 10km to 15 km (3) 10.81km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 12,221m ACF from centre of the site to Shepreth Station.
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. UPDATE: No capacity constraints identified specifically in regard to the site access, safe access can be achieved. The development will need two points of access. The promoter has stated that the transport strategy will include innovative public transport proposals. A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014) A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading. This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.
Non-Car Facilities	Will it make the transport network safer for public transport, walking		GREEN = Significant improvements to public transport, cycling, walking facilities The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Opportunities to contribute to wider improvements on the A428 corridor.

	or cycling facilities?		UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures include: an outer Park and Ride site, extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages

Modification SC-MM184: New Policy E/1B: Cambridge Biomedical Campus Extension – Site pro-forma

Site Information	
Development Sequence	**Edge of Cambridge Broad Location 6 Land to south of Addenbrooke's Road between Babraham Road and Shelford Road**
Site reference number(s): E/1B	
Consultation Reference numbers:	
Site name/address: Land south of Addenbrooke's and southwest of Babraham Road (**Cambridge Biomedical Campus Extension)**	
Map: 	

Site description: To the north is Addenbrooke's Hospital and the Biomedical Campus. To the west is the railway line to London, a corridor of public open space and the Clay Farm development. Immediately to the south west is the Nine Wells Local Nature Reserve with its chalk springs, woodland and scrub. To the east and south the land comprises large arable fields with hedgerows.
Current use(s): Agricultural
Proposed use(s): Biomedical and biotechnology research and development, related higher education and sui generis medical research institutes and associated support activities.
Site size (ha): South Cambridgeshire: 8.91 ha. - Cambridge: 0 ha.
Potential residential capacity: N/A

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of grade 1 and 2 agricultural land. The site is Grade 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		AMBER = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts. Part of the site falls within a Waste Consultation Area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts The site may have an adverse impact on air quality from traffic generation particularly as close to Addenbrooke's. An air quality assessment is essential.
AQMA	Is the site within or near to an AQMA,		GREEN = >1,000m of an AQMA, M11, or A14.

	the M11 or the A14?		The site is not within an Air Quality Management Area. The site may impact on air quality from traffic generation particularly as close to Addenbrooke's.
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation. Site is close to Addenbrooke's Hospital site and the western part is adjacent to railway line to London. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). Agricultural use may have led to some contamination with agricultural chemicals. Appropriate assessment required.
Water	Will it protect and where possible enhance the quality of the water environment?		AMBER = Development has potential to affect water quality, with minor negative impacts incapable of mitigation. Site lies close to the natural chalk springs at Nine Wells which feed into Hobsons Brook.
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation. Site adjoins the Nine Wells Local Nature Reserve.

Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation. Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation. Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Site within the Countywide Green Infrastructure Strategy. Potential for improved access to LNR from north.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		AMBER = negative impact on landscape character, incapable of full mitigation. Minor negative impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. This would have a negative impact on the purposes of the Green Belt affecting openness, setting and views.
Townscape	Will it maintain and enhance the diver-		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)

	sity and distinctiveness of townscape character, including through appropriate design and scale of development?		Development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. However, there is scope to provide a new softer edge to the city.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes. UPDATE INNER GREEN BOUNDARY STUDY 2015 LDA Green Belt Study 2015 identifies scope for development in this location without there being significant harm to Green Belt purposes. Limited development in the northern and eastern parts of sector 10 could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned and designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the west at Trumpington and the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and the quality of the approach to the city along Babraham Road.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation. Extensive and intensive evidence for Bronze Age, Iron Age, Roman and medieval archaeology is recorded to the north. Cropmarks to the south indicate that archaeological assets are likely to

	interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		extend throughout the landscape. A site of national importance is located 250m to the south west (Scheduled Monument Number 57. Further evidence through archaeological evaluation would be needed regarding the extent, character and significance of archaeology in the area prior to consideration of a planning application.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site at flood risk?		AMBER = Flood Zone 2 / medium risk. Parts of site at risk of surface water flooding. Parts of the site are within flood zones 2 and 3. Careful mitigation required considering the sequential test and the following points: Historically: • the watercourse which runs through the site has overtopped in heavy rainfall events; and • this site has become waterlogged during some winters. This site has a clear flood flow route through it and this means that flood risk mitigation measures used on this site could have impacts on adjoining or nearby sites (e.g. through using techniques like land raising). This may be an issue if there are other new developments planned in the surrounding undeveloped land. The Cambridge and Milton Surface Water Management Plan identifies some wetspots nearby, which while they do not cover the site, may add extra pressure to the local development situation as land uses and heights vary. Consent for any modifications to the watercourse would need to be sought from the Flood and Water Team at Cambridgeshire County Council, but significant changes such as culverting would be discouraged and would require modelling to prove no increase or relocation of risk.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite

	of publically accessible open space?		
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Allocation is not for housing.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN =<400m Allocation is not for housing.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		RED =>800m The site is over 800m from the nearest local centre at Wulfstan Way. There are some facilities available on the Addenbrooke's site.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m The site is over 800m from the nearest GP Surgery, which is located at the Queen Edith Medical Practice, 59 Queen Edith's Way
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure		AMBER = No impact on facilities (or satisfactory mitigation proposed).

	(shops, post offices, pubs etc?)		
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres.
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use Adjacent to Addenbrooke's Hospital and the Cambridge Biomedical Campus.

Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		GG = Development would significantly enhance employment opportunities Site is an employment allocation.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
Education Capacity	Is there sufficient education capacity?		GREEN= Non-residential development / surplus school places Allocation is not for housing.
Distance: Primary School	How far is the nearest primary school?		G =<400m Allocation is not for housing.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Allocation is not for housing.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Potential for links through Biomedical Campus, Addenbrooke's and Bell School site.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service The site has access to public transport service using the Addenbrooke's Hospital public transport hub, located within 600m of the eastern edge of the site.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of		GREEN = Score 15-19 from 4 criteria below Total score 18

	public transport, and cycling. Scores determined by the four criteria below.		
Distance: bus stop / rail station			G = Within 600m (4)
Frequency of Public Transport			G = 20 minute frequency (4)
Public transport journey time to City Centre			G = 21 to 30 minutes (4) Potential for GG via Guided Bus
Distance for cycling to City Centre			GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m. Potential for new railway station to serve Addenbrooke's and Biomedical Campus which would provide for at least an Amber score.
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. This site does not benefit from direct access to the local highway network; as such the most logical point of access to the site would appear to be via the proposed Cambridge Biomedical Campus Phase 2 development. There is, therefore, a risk that the layout and access strategy for Cambridge Biomedical Campus Phase 2 could prejudice the ability of adequate access to this site being achieved, as such early discussions with the developer of Cambridge Biomedical Campus Phase 2 would be recommended to minimise this risk. With regard to rail access, a portion of this site may need to be safeguarded to facilitate the delivery of the proposed Addenbrooke's railway station (which is listed as a scheme in the County Council's Long Term Transport Strategy).

			If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment and Travel Plan. Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved Cambridge Biomedical Campus developments. While substantial sustainable transport improvements are identified through the City Deal Programme that may provide some headroom, any Transport Assessment will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities.

Modification SC-MM184: New Policy E/1B: Cambridge Biomedical Campus Extension – Policy Assessment

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
SA Obj	**Score**	**Potential effect**	**Mitigation and enhancement**	**SCDC response**
1. Land / soil	0	There will be minor loss of grade 2 agricultural land. In the context of the plan area this is considered to be minor / neutral.		
2. Waste	0	The site falls within a Waste Consultation Area. However, waste consultation procedures are in place to ensure that development does not interfere with future waste management development		
3. Pollution	-	The site may have an adverse impact on air quality from traffic generation particularly as it is close to Addenbrooke's. The site is not within an AQMA. The western part of the site is adjacent to railway line to London. Agricultural use may have led to some contamination with agricultural chemicals. The site also lies close to the natural chalk springs at Nine Wells which feed into Hobsons Brook. The policy requires applicants to demonstrate and ensure that there will be no material impact on the volume, pattern of flow or water quality of the chalk springs at Nine Wells.	The following assessments will be required as part of any planning application: An air quality assessment, noise assessment and an appropriate assessment of contamination.	Noted

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
4. Prot. Sites	0	Site adjoins the Nine Wells Local Nature Reserve but the policy requires the provision of an appropriate landscaped setting for the Nine Wells Local Nature Reserve, and pedestrian access to the Reserve whilst mitigating visitor impacts.		
5. Habitats	0	Assumptions for a neutral impact are that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process.	Ensure that existing features that warrant retention can be retained or appropriate mitigation will be achieved through the development process	Noted
6. Green spaces	0	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Site within the Countywide Green Infrastructure Strategy.	Ensure that mitigation measures are achieved through the development process	Noted
7. Landscape & Townscape	-	Minor negative impact (development conflicts with landscape character, minor negative impacts incapable of mitigation) - development of this site would result in further encroachment of the built area into open countryside to the south of Addenbrooke's Hospital and the Biomedical Campus. This would have a negative impact on the purposes of the Green Belt affecting openness, setting and views. However, limited development in the northern and eastern parts of sector	Development should be designed in accordance with the parameters set out below. These parameters would avoid significant harm as follows: The new Green Belt boundary would be no further from the historic core than existing boundaries to the west at Trumpington and the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect	Noted

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
		10 could be undertaken without significant long-term harm to Green Belt purposes, if carefully planned.	perceptions of the compact nature of the city. A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and the quality of the approach to the city along Babraham Road.	
8. Heritage	-	There is extensive and intensive evidence for Bronze Age, Iron Age, Roman and medieval archaeology recorded to the north. Cropmarks to the south indicate that archaeological assets are likely to extend throughout the landscape. A site of national importance is located 250m to the south west (Scheduled Monument Number 57).	Further evidence through archaeological evaluation would be needed regarding the extent, character and significance of archaeology in the area prior to consideration of a planning application.	Noted
9. Places	0	Parts of site are at risk of surface water flooding. Parts of the site are within flood zones 2 and 3. Consent for any modifications to the watercourse would need to be sought from the Flood and Water Team at Cambridgeshire County Council, but significant changes such as culverting would be discouraged		

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
		and would require modelling to prove no increase or relocation of risk. This is addressed in the policy which states that applicants must demonstrate that surface water flood risks can be appropriately managed and mitigated to avoid flood risks to the site and to not increase flood risks elsewhere.		
10. Climate mitig.	+	The site has access to public transport service using the Addenbrooke's Hospital public transport hub, located within 600m of the eastern edge of the site and will have a positive impact on this objective. The policy requires applicants to connect to the Addenbrooke's Hospital energy network, where feasible and viable.		
11. Climate adapt.	0	See above in relation to flooding		
12. Health	-	See above in relation to pollution		
13. Crime	0	No effect.		
14. Open space	0	Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Site within the Countywide Green Infrastructure Strategy.	Ensure that mitigation measures are achieved through the development process	Noted

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
15. Housing	0	No effect. This is not a housing allocation		
16. Inequalities	0	No effect.		
17. Services	0	No effect.		
18. Community	0	No effect.		
19. Economy	+++	Whilst there is no overall shortage of employment land within South Cambridgeshire for high-tech and research and development companies and organisations, the findings of the new study provide an opportunity to allocate land for an extension to the CBC to provide high quality biomedical development on the edge of Cambridge with its locational benefits. This is significant because the site is an international centre of excellence		
20. Work	+++	As above		
21. Investment	+++	As above		
22. Travel	-	The site has access to public transport service using the Addenbrooke's Hospital public transport hub, located within 600m of the eastern edge of the site. This site does not benefit from direct	Any planning application would need to be accompanied by a full Transport Assessment and Travel Plan.	Noted

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
		access to the local highway network; as such the most logical point of access to the site would appear to be via the proposed Cambridge Biomedical Campus Phase 2 development. There is, therefore, a risk that the layout and access strategy for Cambridge Biomedical Campus Phase 2 could prejudice the ability of adequate access to this site being achieved, as such early discussions with the developer of Cambridge Biomedical Campus Phase 2 would be recommended to minimise this risk. With regard to rail access, a portion of this site may need to be safeguarded to facilitate the delivery of the proposed Addenbrooke's railway station (which is listed as a scheme in the County Council's Long Term Transport Strategy).		

Assessment of New Policy E/1b Cambridge Biomedical Campus Extension				
23. Trans. Infr.	-	Significant congestion already occurs in this quadrant of Cambridge which is likely to be exacerbated by the full build out of the planned and approved Cambridge Biomedical Campus developments. Substantial sustainable transport improvements are identified through the City Deal Programme that may provide some headroom and help to support investment in travel by sustainable modes.	A Transport Assessment will need to carefully examine and clearly demonstrate how the site can be delivered without having an unacceptable impact on the surrounding transport networks.	Noted

Modification: SC-MM187 and SC-MM188: Policy E/5: Papworth Hospital

Policy E/5: Papworth Hospital		
SA objective	**Potential effect of E/5: Papworth Hospital in Submission Draft**	**Changes to the effect for Main modifications**
1. Land / soil	+++ Significant beneficial impact (Policy E5) as the policy provides the opportunity to develop what will be a brownfield site for further healthcare or employment use.	No change
2. Waste	0 Neutral effect	No change
3. Pollution	0 Neutral effect	No change
4. Prot sites	? Uncertain impact (Policy E5) as Natural England has indicated that the development could lead to increased access to Papworth Wood SSSI which could be damaging. There is a footpath (Reference No.15) which runs through the SSSI. The entire site is in unfavourable declining condition and so any additional access pressure is likely to have adverse impacts	No change
5. Habitats	0 Neutral effect	No change
6. Green Spaces	0 Neutral effect	No change
7. Landscape and Townscape	+ Beneficial impact (Policy SP/5) as the site is within the village framework.	No change
8. Heritage	? Uncertain impact (Policy E/5) as the site is a Conservation Area and could affect the setting of Papworth Hall and other buildings	+ Beneficial impact (Policy E/5) as the policy has been strengthened with regard to protection of Papworth Everard

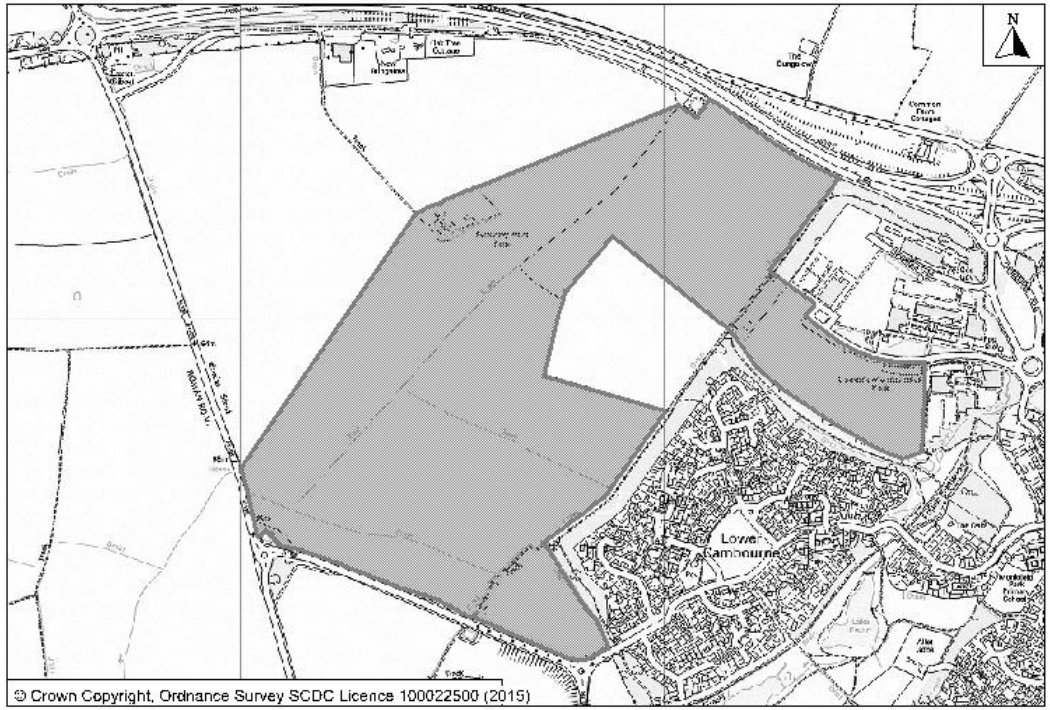
Policy E/5: Papworth Hospital		
	of local importance. However, the policy is very clear in the protection measures that it expects to be put in place	Conservation Area and Papworth Hall. Development will be expected to preserve and enhance buildings on the site identified in the Papworth Everard Conservation Area Appraisal and maintain and enhance the present setting of Papworth Hall.
9. Places	+ Beneficial impact (Policy E/5) on places as inclusion of social spaces in employment areas makes them more pleasant places.	No change
10. Climate mitig.	+ Beneficial impact (Policy E/5) as the policy will aim to replace healthcare jobs, thus reducing outcommuting from the village.	No change
11. Climate adapt.	0 Neutral effect	No change
12. Health	+ Beneficial impact (Policy E5) as the Papworth Hospital site will be redeveloped based on a sequential approach to finding replacement uses beginning with healthcare. If a suitable healthcare use has not been found after 2 years of marketing other uses will be considered.	No change
13. Crime	0 Neutral effect	No change
14. Open space	+ Beneficial impact (Policy E5) as the site will provide enhanced open space to include enhanced nature conservation value and will enable quiet enjoyment of the natural environment.	No change
15. Housing	+ Beneficial impact (E5) as the site could provide a sustainable housing led urban extension of Cambridge and will help to meet the high level of housing need in the District. Affordable housing	No change

Policy E/5: Papworth Hospital		
	will be included on the site as will housing for all sectors of society including those with disabilities.	
16.Inequalities	0 Neutral effect	No change
17.Services	+ Beneficial impact (Policy E5) as the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.	No change
18. Communities	0 Neutral effect	No change
19. Economy	+ Beneficial impact (Policy E5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This is consistent of the policy to make the main focus of jobs growth in and around Cambridge and to maintain the employment balance in the village as the current hospital provides over 1000 jobs.	No change
20. Work	+ Beneficial impact (Policy E5) as the Papworth Hospital site will be either redeveloped for healthcare or for other B1 business use. This will help to maintain employment in this area of the District and the policy makes it clear that any scheme must maintain the vitality of Papworth Everard village including the housing and employment balance.	No change
21. Investment	0 Neutral effect	No change
22. Travel	+ Beneficial impact (Policy E/5) as the policies will aim to replace healthcare jobs, thus reducing out commuting from the village.	No change

Policy E/5: Papworth Hospital		
23. Trans Infra	0 Neutral effect	No change

Modification SC-MM263: SS/8 Cambourne West

Site Information	
Development Sequence	**Rural Centre**
Site reference number(s): SC239a (revised boundary) (includes parts of 239 and 303)	
Consultation Reference numbers: 17 (I&O 2012) (part) and H1 (I&O2 2013)	
Site name/address: Land west of Lower Cambourne including land at the Cambourne Business Park.	
Map:	



Site description: The site lies to the west of Lower Cambourne including undeveloped land at the Cambourne Business Park to the south of the access road. It adjoins the A428 to the north east and the A1198 to the south and west to a point just north of the roundabout on the A1198 north of Caxton. The site consists of a large area of open countryside extending as far west as Swansley Wood Farm, which is now a small-scale employment site. Hedges and ditches provide boundaries to the individual fields within the site. The A428 and the A1198 are bounded by woodland areas and mature hedgerows which partly screen the site from view from nearby roads. Additional trees have been planted on bunds along the southern boundary of the site as part of the A1198 (Caxton Bypass) works. The bunds already form some screening of the existing settlement of Lower Cambourne. The screening will be improved once the trees have matured. The existing boundary with Cambourne consists of a woodland belt which is rapidly maturing. The one exception is the new Cambourne Village College which juts into the site to the west of Lower Cambourne and which is a large bulky building highly visible from a number of viewpoints. **NOTE: Site area reflects the proposed submission Local Plan, as modified by Main Modification SC-MM263.**
Current use(s): The majority of the site is currently in agricultural use as arable land. The remainder is undeveloped land at the Cambourne Business Park
Proposed use(s): Linked fourth village extension to the west of Cambourne for 1,200 dwellings planned around the new secondary school, with employment, local centre, community services and facilities, and public open space.
Site size (ha): South Cambridgeshire: 92 ha.
Potential residential capacity: 1,200 dwellings (average 33 dph)

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best		RED = Significant loss (20 ha or more) of grades 1 and 2 land Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 77 ha).

	and most versatile agricultural land?		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. This may require agricultural land if offline routes are identified.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		GREEN = Minimal, no impact, reduced impact Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		GREEN = >1,000m of an AQMA, M11, or A14
Pollution	Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Development compatible with neighbouring uses. Traffic noise from the A428 and A1198 should be capable of mitigation. Some possible issues with noise from adjoining commercial / industrial site that may require offsite mitigation.

Contamination	Is there possible contamination on the site?		GREEN = Site not within or adjacent to an area with a history of contamination
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation Development unlikely to effect water quality. Assumptions for a neutral impact are that appropriate standards and pollution control measures will be achieved through the development process, e.g. as part of Sustainable Drainage Systems (SuDS).
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits would also be required to serve this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Minor positive impact as there are some opportunities for enhancement through the planting of additional copses, extending hedgerows into the site, and the creation of new ponds. Segregated bus priority measure between the junction of the A428/A1303 and the M11, planned to secure wider benefits as well as this site, may affect ancient woodland and BAP priority habitats. If works were able to be carried out on line this might alleviate some of the adverse effects.

TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure Development would create minor opportunities for new Green Infrastructure. New landscaping associated with development of this site will create access to areas of open space within and on the edge of the development including designed greenways and connections to the existing green spaces in Cambourne.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process. Development of this site would be visible in many long distant views, would reduce the long countryside views into shorter ones, and would bring the development at Cambourne slightly closer to nearby villages, however it would be possible to develop this site without significant harm to landscape character through new landscaping. The smaller footprint would reduce the landscape impact. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) Neutral impact (generally compatible, or capable of being made compatible with local townscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.

	through appropriate design and scale of development?		Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the Greenbelt. If works were able to be carried out on line this might alleviate some of the adverse effects.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting Neutral impact (existing features retained, or appropriate mitigation possible). Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate mitigation can be achieved through the development process. Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of the A428/A1303 and the M11 may affect the American Cemetery, a registered park and garden. If works were able to be carried out on line or an alternative alignment this might alleviate the adverse effects.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply Development could create minor additional opportunities for renewable energy.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALTH AND WELL BEING			

Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Development would create opportunities for new public open space.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km On site provision assumed
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN = <400m On site provision assumed
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		R = >800m 1,450m from the centre of Cambourne (Broad Street), surrounded by a range of services and facilities.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R = >800m
Distance: GP Service	How far is the nearest health centre or GP service?		R = >800m Assumed served by Existing Cambourne surgery
Key Local Facilities	Will it improve quality and range of key local services and facilities		AMBER = No impact on facilities (or satisfactory mitigation proposed). New local facilities or improved existing facilities are proposed of benefit.

	including health, education and leisure (shops, post offices, pubs etc?)		
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable).
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres The assumption is that any additional retail proposed will only be of a suitable scale to serve the needs of new residents and will not impact on other centres. Development could support the vitality or viability of the existing Cambourne centre.

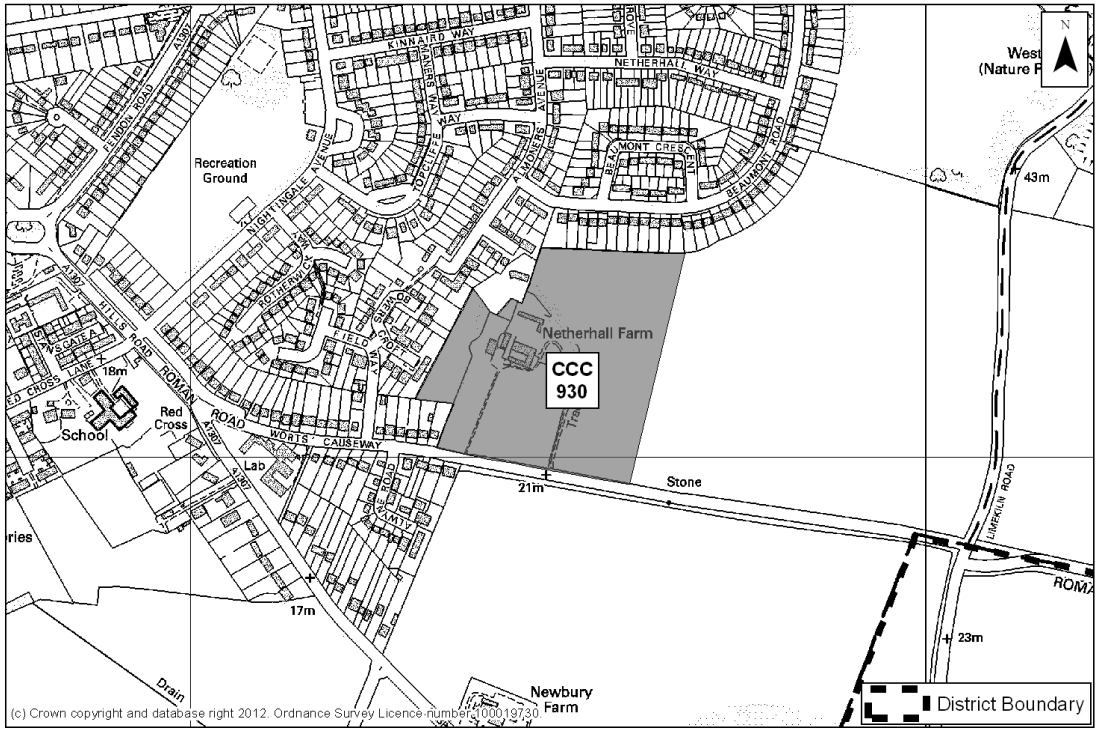
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development Policy SS/8 proposes to relocate the existing commitments remaining on the business park to the northern part of the land west of Cambourne.
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Major utilities infrastructure improvements required, but constraints can be addressed. Development of this site is likely to require a significant amount of new electricity network. There is no spare mains water capacity within the distribution zone. System reinforcement of the gas network is likely to be necessary to accommodate the development of this site. Significant infrastructure upgrades to the sewerage network will be required to accommodate this proposal. UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated School capacity not sufficient, but significant issues can be adequately addressed. Potential for Cambourne VC to be expanded to accommodate the additional demand arising from a development of this scale.

Distance: Primary School	How far is the nearest primary school?		G = <400m Assumed provision on site
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Site surrounds Cambourne Village College site
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme (currently the subject of consultation), varying form off-road route options to more limited improvements such as cycle use of bus lanes. The City Deal programme includes the provision of a high quality cycle and pedestrian link between Cambourne and Cambridge, irrespective of whether this is provided through the A428 public transport scheme. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme.
HQPT	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances TSCSC refers to services of at least 15 minute frequency. Potential for improved services in longer term.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		GREEN = Score 15-19 from 4 criteria below Total score of 16. UPDATE: Score changed from 13 to 16 to reflect revised score for Distance: bus stop / rail station.

Distance: bus stop / rail station			GG = Within 400m (6) UPDATE: Change from amber to dark green, consistent with other major sites. Development of this scale would require new dedicated bus routes through the site.
Frequency of Public Transport			G = 20 minute frequency (4) Citi 4 service - 20 minute service. A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).
Public transport journey time to City Centre			A = 31 to 40 minutes (3) 37 minutes from bus stop to the centre of Cambridge (Lower Cambourne, Woodfield Lane to Cambridge, Emmanuel Street). Potential Journey time improvements identified by the A428 Cambourne to Cambridge Corridor Study could reduce journey time to below 30min, but it depends on the option selected.
Distance for cycling to City Centre			A = 10km to 15 km (3) 11.32km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. Minor negative effects incapable of mitigation. Access constraints - the Highways Authority would not permit any accesses onto the A428 or Caxton Gibbet roundabout, and the roundabout to the south of the site on the A1198 would need to be modified. The promoter has indicated that vehicular access to the site would be from the A1198 and from Sheepfold Lane. Development would have a direct impact on A428 with potential capacity issues at the Cambourne Junction and on the corridor between Cambridge and St. Neots / Bedford, particularly junctions at either end of this section. UPDATE: A428 Caxton to Blackcat is identified in the Road Investment Strategy: Investment Plan - Department for Transport (December 2014). A full Transport Assessment and Residential Travel Plan would be required. Highway Authority has highlighted the A1303 Madingley Road corridor into

			Cambridge has capacity problems (especially at M11 Junction 13). Also Park and Ride at Madingley Road capacity may need upgrading This development will also have an impact on the A1198/A428 Caxton Gibbet roundabout which already experiences congestion, also on the A428 single carriageway section between St Neots and Caxton Gibbet. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal of the Transport Assessment for the site and will need to take account and facilitate the delivery of schemes identified through the City Deal Programme for the A428 and Madingley Road corridors.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts The Highway Authority will require new development to provide or contribute to the provision of infrastructure to encourage more sustainable transport links both on and off site. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities. UPDATE: The County Council consolidated and confirmed its approach towards development on the St Neots and Cambourne to Cambridge Transport Corridor in its Transport Strategy 2013 which provides for a development at Cambourne West and Bourn Airfield and which models the transport impacts of development proposals. The measures include: an outer Park and Ride site, extensive bus priority and bus infrastructure improvements including on the A428 and A1303 and extending as far as Queens Road in Cambridge, and within and between the new developments, bus priority measures at the A428/A1198 roundabout, cycling infrastructure including links to Cambridge and measures to mitigate traffic impacts on local villages

Modification CC-MM186: Site GB1: Land north of Worts' Causeway

Site Information	
Development Sequence	**e.g. Edge of Cambridge (Broad Location 7 – Land between Babraham Road and Fulbourn Road)**
Site reference number(s): CC930	
Consultation Reference numbers: GB1	
Site name/address: Land north of Worts' Causeway	
Map: 	

Site description: Arable open fields, meadow and farm buildings north of Worts' Causeway.
Current use(s): Farm buildings and agriculture.
Proposed use(s): Residential
Site size (ha): South Cambridgeshire: 0 Cambridge: 7.33 UPDATE - PROPOSED MODIFICATIONS: The site area considers just the area of the site that is considered developable and excludes the area of land covered by the Netherhall Farm Meadow County Wildlife Site, which is to be protected and enhanced in accordance with the requirements of Policy 26 of the emerging Local Plan.
Potential residential capacity: 200 ***UPDATE – PROPOSED MODIFICATIONS: Residential capacity updated to be in line with the capacity shown in the proposals schedule***

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of grade 1 and 2 land Approximately half (3.4ha) of the site is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.

POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts. An air quality assessment would be required.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Noise issues – the frontage will be the noisiest part of the site from the road. If the existing farm is to remain, noise from plant at the farm may affect proposed residential development. Noise assessment and potential noise mitigation needed.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. The site has been used for agricultural purposes.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation

BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site includes Netherhall Farm Meadow which is a valuable County Wildlife Site, and Worts' Causeway Protected Roadside verge. Meadow site potentially vulnerable if changes to existing management are proposed. Scope for some reconfiguration and mitigation. Potential to create chalk/neutral grassland and perhaps GI enhancement. Need to reduce developable site area from 7.84ha to 7.33 ha to allow for appropriate mitigation. UPDATE - PROPOSED MODIFICATIONS: The site area has been amended to 7.33 ha to cover just the area of the site that is considered developable. This excludes the area of land covered by the Netherhall Farm Meadow County Wildlife Site, which is to be protected and enhanced in accordance with the requirements of Policy 26 of the emerging Local Plan.
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation If Netherhall Farm Meadow is removed from the development site. As with other arable sites, this area is likely to support declining farmland bird species such as Great Partridge and Corn Bunting. UPDATE - PROPOSED MODIFICATIONS: The site area has been amended to 7.33 ha to cover just the area of the site that is considered developable. This excludes the area of land covered by the Netherhall Farm Meadow County Wildlife Site, which is to be protected and enhanced in accordance with the requirements of Policy 26 of the emerging Local Plan.
TPO	Are there trees on site or immediately adjacent		GREEN = Site does not contain or adjoin any protected trees

	protected by a Tree Preservation Order (TPO)?		
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation Amber: If Netherhall Farm Meadow is removed from the development site. Site identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the area. UPDATE - PROPOSED MODIFICATIONS: The site area has been amended to 7.33 ha to cover just the area of the site that is considered developable. This excludes the area of land covered by the Netherhall Farm Meadow County Wildlife Site, which is to be protected and enhanced in accordance with the requirements of Policy 26 of the emerging Local Plan.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements) Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.

	townscape character, including through appropriate design and scale of development?		UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Green Belt purposes • To preserve the unique character of Cambridge – red: Development would extent the urban edge eastwards and would have an impact on compactness; • Coalescence – green: There would be no coalescence issues related to this site; • Setting of Cambridge – amber: the setting of the city could be maintained if development were restricted to 2-storey and included landscape buffers; • Key views of Cambridge – amber: views of the site from the west are partially screened by existing vegetation to the west of the site; • Soft green edge - amber: there is a lesser quality existing soft green edge to Beaumont Road (garden boundaries) which could be replicated and improved to the west of the site; • Distinctive urban edge – green: no effect on distinctive urban edge; • Green corridors – green: there would be no loss of land associated with a recognised green corridor; • Green Belt villages – green: the proposed development would not affect Green Belt villages; • Landscape with a strongly rural character – amber: the landscape is agricultural but has a strong urban edge. Opportunities to mitigate. Overall conclusion = amber: although the development of the site would negatively affect Green Belt purposes, there would be opportunities to mitigate. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance

			between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Netherhall Farm House and its outbuildings are all BLIs. If the site were to come forward, any development would have to be sympathetic to the scale and massing of the site to ensure that the special interest of the existing buildings was not loss. A pre-development archaeological survey would be required.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply GREEN = Development would create additional opportunities for renewable energy. DARK GREEN = Development would create significant additional opportunities for renewable energy.

Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?		AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Significant site regarding surface water flooding as runoff contributes to surface water flooding of the existing built environment. Current scheme could potentially offer a solution and flood risk management benefit, but may impact on achievable densities as greater level of green infrastructure required.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite Assuming the semi-natural green space of environmental importance is removed for the site, there are no obvious constraints that prevent the remainder of the site providing full onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN =<1km; or allocation is not housing
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN =<400m
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest		A =400 - 800m The site is within 400 – 800m of Wulfstan Way local centre.

	District or Local centre?		
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		A =400 - 800m
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community. Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration possibly in conjunction with site CC929 to the south (GB2).
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.

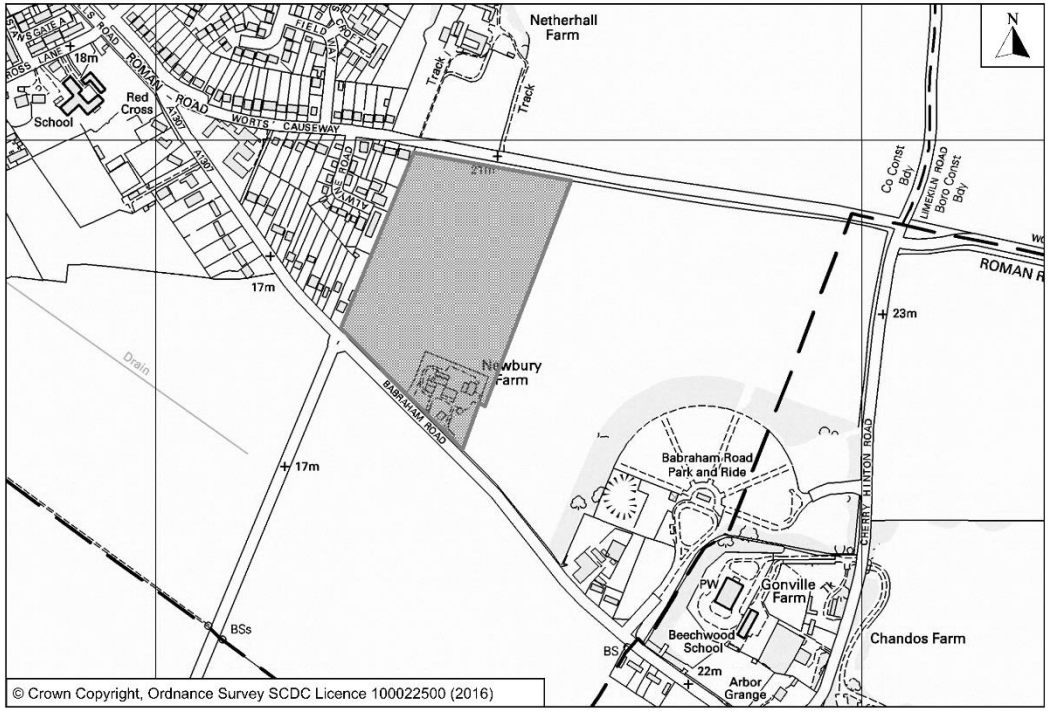
	and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		Site is in Queen Edith's LSOA 7995: 3.99
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres The site is too small to support a new local centre. The nearest local centre is Wulfstan Way, which is a relatively small local centre and between 400 and 800m away from the site. Additional population at this site may help to further support this local centre.
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including commu-		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation

	nications infra-structure and broadband?		
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to be made. For smaller sites this is likely to be off-site.
Distance: Primary School	How far is the nearest primary school?		R =>800m Approx 60% of the site is between 400 and 800m of the nearest primary school.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) Approximately 80% of site is within 1km from nearest secondary school with the remainder between 1 and 3kms.
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path. Although the link along Worts' Causeway would be quiet at morning peak if the rising bollards remain, the traffic volumes in the evening peak could be quite high on this road and no cycling provision. A solution to mitigate tis could be to extent the access restriction to the evening as well as morning peak.
HQPT	Is there High Quality Public Transport (at edge of site)?		GREEN = High quality public transport service Part of site is within 400m from a bus route. Service does meet the requirements of a high quality public transport (HQPT).

Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25
Distance: bus stop / rail station			G = Within 600m (4)
Frequency of Public Transport			GG = 10 minute frequency or better (6)
Public transport journey time to City Centre			GG = 20 minutes or less (6) 16 minutes – (Cambridge Red Cross Lane – Cambridge Drummer Street)
Distance for cycling to City Centre			GG = Up to 5km (6) 3.33km
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The site has the benefit of direct frontage to the adopted public highway. The bus gate which operates in the rush hour might have to be moved further along Worts Causeway to allow access to and from this site at this time of day.

			This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment. S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account. Any development would need to consider the existing bus gate on Worts Causeway. The development surrounds Cherry Hinton Road/ Limekiln Hill Road and these existing adopted public highways may require improvement/ alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road/Babraham Road junction. County Council are currently updating the trip rate formulas.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Modification CC-MM187: Site GB2: Land south of Worts' Causeway

Site Information	
Development Sequence	**Edge of Cambridge Broad Location 7- Land Between Babraham Road and Fulbourn Road**
Site reference number(s): CC929a	
Consultation Reference numbers: GB2	
Site name/address: Land South of Worts' Causeway	
Map: 	
Site description: Arable open field south of Worts' Causeway and north of Babraham Road. The site includes the farmyard at Newbury Farm.	

Current use(s): Agriculture and farm yard
Proposed use(s): Residential
Site size (ha): South Cambridgeshire: 0 Cambridge: 7.73 ha.
Potential residential capacity: 230 dwellings (40dph)

LAND			
PDL	Would development make use of previously developed land?		RED = Not on PDL
Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		AMBER = Minor loss of grade 1 and 2 land Approx. half (3.4ha) of the site is on Grade 2 land with the remainder on urban land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
AQMA	Is the site within or near to an		SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? GREEN = >1000m of an AQMA, M11, or A14

	AQMA, the M11 or the A14?		
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Site adjacent in part to a major road and to a busy access road. Frontages will be the noisiest part of the site from the road. Possible commercial building to the west, may also impact on proposed residential. Some uses particularly industrial could affect existing residential. Noise assessment and potential mitigation measures required.
Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation) A contamination assessment is required. Site has been used for agricultural purposes and farm yard.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International		AMBER = Contains or is adjacent to an existing site designated for nature conservation or recognised as containing protected species and impacts capable of appropriate mitigation Site adjacent to Netherhall Farm Meadow County Wildlife Site and Worts' Causeway Protected Roadside Verge. Sites potentially vulnerable if changes to existing management are proposed.

	and locally designated sites)		
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links Double hedgerow and verge along northern boundary with Worts' Causeway is of particular ecological value. As with other arable sites this area is likely to support declining farmland bird species such as Grey Partridge and Corn Bunting.
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		GREEN = Development could deliver significant new green infrastructure Site already has permissive access allowing access to the area of Farmland identified in the Cambridgeshire Green Infrastructure Strategy 2011. Potential to be beneficial if limited development could deliver wider GI vision for the area.
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)

	landscape character?		Development of this site will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements) The early establishment of a generous landscape edge is required to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – While the report notes that the whole of sector 11 is assessed as supportive landscape, it also notes that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt.
Green Belt	What effect would the development of this site have on Green Belt purposes?		AMBER = negative impact on Greenbelt purposes • To preserve the unique character of Cambridge – Red: Development would extend the urban edge eastward and would have an impact on compactness; • Coalescence – Green: There would be no coalescence issues related to this site; • Setting of Cambridge – Amber: The setting of the City could be maintained if develop were restricted to 2-storey and include landscape buffer areas; • Key views of Cambridge – Amber: Views of the site from the west are partially screened by existing vegetation to the west of the site; • Soft green edge - Amber: There is a lesser quality existing soft green edge to Alwyne Road (garden boundaries) which could be replicated and improved to the west of the site; • Distinctive urban edge – Green: No effect on distinctive urban edge; • Green corridors – Green: There would be no loss of land associated with a recognised green corridor; • Green Belt villages – Green: The proposed development would not affect Green Belt villages;

			• Landscape with a strongly rural character – Amber: The landscape is rural (agricultural) but is on the urban edge. Opportunity to mitigate. Overall amber: although development of the site would negatively affect Green Belt purposes there would be opportunities to mitigate. UPDATE INNER GREEN BELT BOUNDARY STUDY 2015 – This report has confirmed that this area of the Green Belt (Sector 11) performs a key role in the setting of the south east of Cambridge, with the slopes of the distinctive Gog Magog Hills forming the backdrop to views out from and across Cambridge in this direction. The sector as a whole also prevents the continued sprawl of Cambridge to the south east, halting expansion in this direction and ensuring that the distance between the historic core and the edge of Cambridge does not extend further than it is at present. The study does, however, note that limited development on the relatively flat ground in the western parts of the sector, in both sub areas 11.1 and 11.2, in which GB1 and GB2 are located, could be undertaken without significant long-term harm to Green Belt purposes subject to the early establishment of a generous landscape edge to create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt. These parameters would avoid significant harm as follows: • The new Green Belt boundary would be no further from the historic core than existing boundaries to the east at Cherry Hinton. A permanent, well-designed edge to the city would be created. Thus, the increase in urban sprawl would be permanently limited and would not affect perceptions of the compact nature of the city. • A well-vegetated, soft green edge to the city would minimise the urban influences on the retained Green Belt, thus minimising the perception of encroachment into the countryside. • The rising topography of the Gog Magog Hills would be kept open, retaining a key feature of the setting of the city, and open rural land would be retained at the foot of the hills, protecting the foreground in key views and those of more localised importance.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation Extensive late prehistoric and Roman cropmarked sites known. A pre-development archaeological survey should be required.

	buildings, registered parks and gardens and scheduled monuments)?		
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?		AMBER = Flood Zone 2 / medium risk Site is in flood zone 1, lowest risk of fluvial flooding. Fairly significant amount of surface water flooding towards the south of the site. Careful mitigation required, which could impact on achievable site densities as greater level of green infrastructure required.
HUMAN HEALTH AND WELL BEING			
Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite No obvious constraints that prevent the site providing full onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN = <1km or onsite provision Nightingale Rec less than 1km ACF
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		AMBER =400 -800m UPDATE – PROPOSED MODIFICATIONS: score from the 2016 assessment suggested that the site was more than 800m from the nearest facility, but on reassessment, the nearest facility is within 400-800m ACF.

Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		R =>800m 987m ACF from centre of site to Wulfstan Way
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		R =>800m Doctors' surgery on Wulfstan Way just over 1km ACF
Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible
Integration with Existing Communities	How well would the development		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.

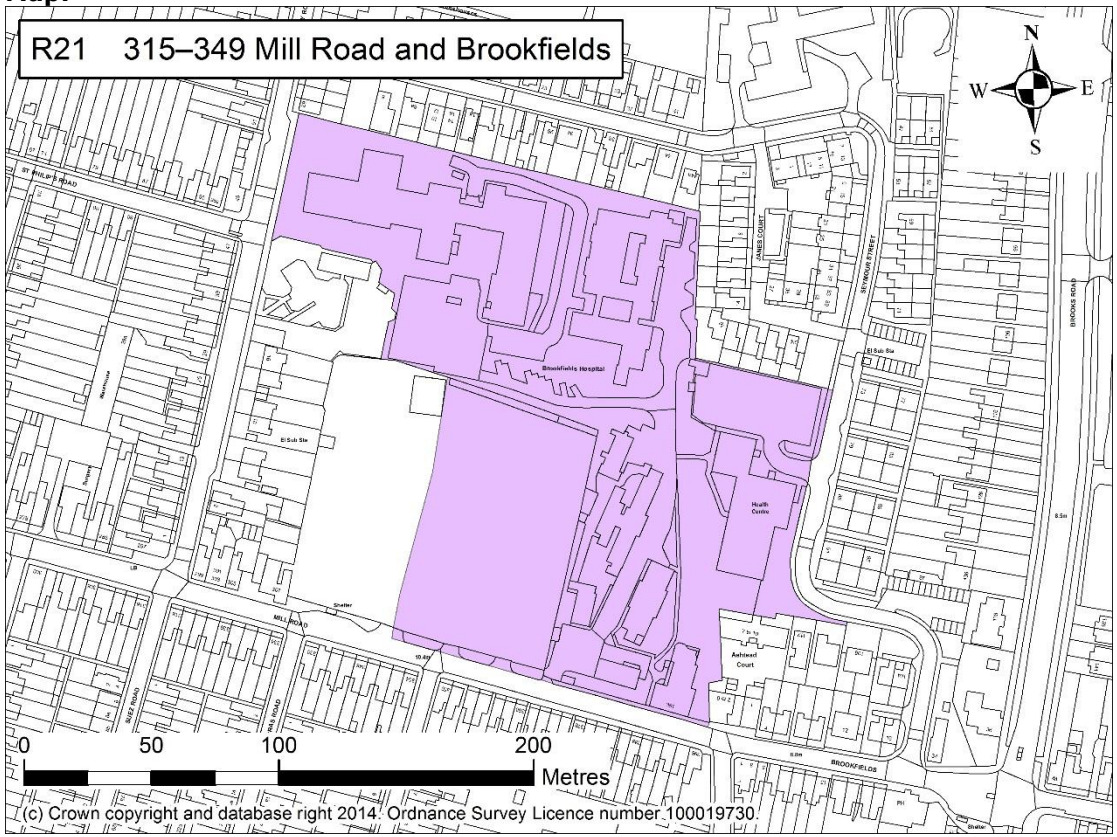
	on the site integrate with existing communities?		Good scope to integrate with existing communities through good design connectivity and appropriate community provision to aid integration, possibly in conjunction with site CC930 (GB1) to the north.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in deprived wards of Cambridge?		AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010. Site in Queen Edith's LSOA 7995: 3.99
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres The site is too small to support a new local centre. The nearest local centre is Wulfstan Way, but this is greater than 800m away. The development of the site is unlikely to have an impact on the existing hierarchy, but the site would have relatively poor access to local shopping.
Employment - Accessibility	How far is the nearest main employment centre?		GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use 0.4Km ACF from centre of site to Cambridge 013D (Addenbrooke's site)
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development

Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation Improvements to utilities required. The developer will need to liaise with the relevant service provider(s) to determine the appropriate utility infrastructure provision.
Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated Expect appropriate education provision to be made for. For smaller sites this is likely to be off site.
Distance: Primary School	How far is the nearest primary school?		R =>800m UPDATE – PROPOSED MODIFICATIONS – assessment amended as there will be no onsite provision as discussed at the Local Plan hearing session.
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km Netherhall is 1.3 km ACF
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path. Babraham Rd off-road facility could be widened up towards the Addenbrooke's roundabout to improve routes out towards Addenbrooke's and Long Rd. Routes from the north of the development would be via Worts' Causeway which has quite a high level of traffic in the evening peak. As above extending the access restriction to the evening peak could be considered.
HQPT	Is there High Quality Public Transport (at edge of site)?		RED = Service does not meet the requirements of a high quality public transport (HQPT) Site is more than 500m from a bus route. Service does not meet the requirements of HQPT.

Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.		DARK GREEN = Score 19-25 Total score 20
Distance: bus stop / rail station			G = Within 600m (4) 483m ACF from centre of site to Cambridge, Babraham Road, Park and Ride
Frequency of Public Transport			GG = 10 minute frequency or better (6)
Public transport journey time to City Centre			G = 21 to 30 minutes (4)
Distance for cycling to City Centre			GG = Up to 5km (6) 4.43km ACF
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m 2701m ACF from centre of site to Great Shelford Station
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation. The site has direct access from Babraham Road, but third party land appears to separate the site from Worts' Causeway. This site is of a scale that would trigger the need for a Transportation Assessment (TA) and Travel Plan (TP), regardless of the need for a full Environmental Impact Assessment.

			S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account. A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts' Causeway. The development surrounds Cherry Hinton Road / Limekiln Hill Road and these existing adopted public highways may require improvement / alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site, which will need to be considered along with the impact on Granhams Road / Babraham Road junction.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts

Modification CC-MM197: Site R21: 315-349 Mill Road and Brookfields

Site Information	
Development Sequence	**Cambridge urban area**
Site reference number(s): R21 (includes Local Plan 2006 Allocation Site 7.12 (Mixed Use))	
Consultation Reference numbers: R21	
Site name/address: 315 to 349 Mill Road and Brookfields	
Map: 	

Site description: This site on the Mill Road frontage was formerly occupied by Priory Motors and adjoins the former John Lewis warehouse to the west. The site includes Brookfields Hospital and other NHS buildings to the north, including a number of Buildings of Local Interest (BLIs). Houses on Vinery Road border the site to the west. There is a small group of commercial/retail buildings adjacent to the south west corner. Opposite the site, on the south side of Mill Road, are terraced houses from the end of the nineteenth century. There is a planned mosque and community facilities (granted planning permission 11/1348/FUL) on the eastern side of the site on the site of the former John Lewis warehouse. The plot to the east forms the other part of the Local Plan 2006 allocation for mixed use development (Site 7.12).
Current use(s): Vacant land and community hospital.
Proposed use(s): Residential with up to 1 hectare employment floorspace <u>(including healthcare) and 0.6 ha for up to 270 student rooms</u> UPDATE – PROPOSED MODIFICATIONS: The modification in relation to healthcare was proposed in response to representations 27469 and 27099 and was put forward as Modification PM/B/007 in the Addendum to the Cambridge Local Plan 2014 Proposed Submission Document (July 2013): Schedule of proposed changes following proposed submission (RD/Sub/C/050). The modification in relation to student rooms was proposed in response to the appeal decision (ref. 3035861), decision date 11 March 2016.
Site size (ha): South Cambridgeshire: 0 Cambridge: 2.9 UPDATE – PROPOSED MODIFICATIONS: The modification is proposed as a result of the Council's reassessment of the site's area and capacity.
Potential residential capacity: 78 UPDATE – PROPOSED MODIFICATIONS: Residential capacity reduced in line with the Council's reassessment of the sire's area and capacity.

LAND			
PDL	Would develop-ment make use of previously devel-oped land?		GREEN = Entirely on PDL

Agricultural Land	Would development lead to the loss of the best and most versatile agricultural land?		GREEN = Neutral. Development would not affect grade 1 and 2 land.
Minerals	Will it avoid the sterilisation of economic mineral reserves?		GREEN = Site is not within an allocated or safeguarded area.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		SUB INDICATOR: Is the site within or near to an AQMA, the M11 or the A14? AMBER = <1000m of an AQMA, M11 or A14 Site is within 1000m of an AQMA
Pollution	Are there potential odour, light, noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?		AMBER = Adverse impacts capable of adequate mitigation Traffic noise from Mill Road will have an impact. Noise assessment and mitigation will be required including careful design. Depending on the type of commercial uses proposed there may be potential for odour problems. Some commercial uses can be oderous and in this case mitigation measures will be essential.

Contamination	Is there possible contamination on the site?		AMBER = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development (potential to achieve benefits subject to appropriate mitigation). The site has a long history of uses that could give rise to contamination including a garage, hospital and cement works. Further contamination assessment required. Houses with private gardens may not be suitable.
Water	Will it protect and where possible enhance the quality of the water environment?		GREEN = No impact / Capable of full mitigation
BIODIVERSITY			
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		GREEN = Does not contain, is not adjacent to designated for nature conservation or recognised as containing protected species, or local area will be developed as greenspace. No or negligible impacts
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links

	targets, and maintain connectivity between green infrastructure)?		
TPO	Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation There are many TPOs along the northern and eastern edges of the site.
Green Infrastructure	Will it improve access to wildlife and green spaces, through delivery of and access to green infrastructure?		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation
LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE			
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)

Green Belt	What effect would the development of this site have on Green Belt purposes?		GREEN = No impact or Minor positive impact on Green Belt purposes The site is not in the Green Belt
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		AMBER = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for negative impacts capable of appropriate mitigation The site is located in the Mill Road Conservation Area. There are a number of BLIs on the site including the older Brookfields Hospital buildings on and set back from Mill Road itself. Mitigation in terms of the historic environment aspect of the wider site would take the form of retention (and reuse) of the BLIs within the Conservation Area.
CLIMATE CHANGE			
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Will it minimise risk to people and property from flooding, and account for all costs of flooding (including the economic, environmental and social costs)?		GREEN = Flood Zone 1 / low risk The site is in flood zone 1, lowest risk of fluvial flooding. Minor surface water issues that can be mitigated against through good design.
HUMAN HEALTH AND WELL BEING			

Open Space	Will it increase the quantity and quality of publically accessible open space?		GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite There are no obvious constraints that would prevent the side from providing minimum onsite provision.
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		GREEN =<1km; or allocation is not housing Site is within 1km of St Bede's School outdoor sports facilities and Coleridge Community College playing fields.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		GREEN =<400m Site is within 400m of Romsey Rec/Vinery Road park.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?		AMBER = No Impact
Distance: District or Local Centre	How far is the site from the nearest District or Local centre?		G =<400m Site is within 400m of Mill Road West district centre.
Distance: City Centre	How far is the site from edge of defined Cambridge City Centre?		R =>800m
Distance: GP Service	How far is the nearest health centre or GP service?		G =<400m Site is within 400m of The Surgery, 279/281 Mill Road, CB1 3DG and Brookfields Health Centre, Seymour Street.

Key Local Facilities	Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)		AMBER = No impact on facilities (or satisfactory mitigation proposed).
Community Facilities	Will it encourage and enable engagement in community activities?		RED = Allocation would lead to loss of community facilities Potential loss of community hospital. UPDATE – PROPOSED MODIFICATIONS: In response to representations healthcare provision will be included on site as part of the non-residential element of the site. The precise extent of this will be determined as part of future planning proposals for the site.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?		GREEN = Good scope for integration with existing communities / of sufficient scale to create a new community.
ECONOMY			
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in development in		GREEN = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge Site is in Romsey LSOA 8000: 10.3 and Romsey LSOA 7999: 24.29 (within 40% most deprived LSOA).

	deprived wards of Cambridge?		
Shopping	Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?		GREEN = No effect or would support the vitality and viability of existing centres
Employment - Accessibility	How far is the nearest main employment centre?		How far is the nearest main employment centre? GREEN = <1km or allocation is for or includes a significant element of employment or is for another non-residential use
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?		G = No loss of employment land / allocation is for employment development
Utilities	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?		GREEN = Existing infrastructure likely to be sufficient

Education Capacity	Is there sufficient education capacity?		AMBER = School capacity not sufficient, constraints can be appropriately mitigated Mitigation – expansion of capacity at St Philip's or other primary schools in the south of Cambridge. Expansion of Coleridge and other City secondary schools limited by site constraints. Regardless of the housing mix on this development, there is likely to be a need for additional places to be secured through CIL/S106. The approach for securing these places would need to reflect a more strategic review of school place provision and the cumulative impact of developments across the south of the city.
Distance: Primary School	How far is the nearest primary school?		G =<400m Approx half the site is within 400m of St Philips School, Vinery Way, CB1 3DR. Approx 5% of the site is within 400m of Ridgefield Primary School, Radegund Road, CB1 3RH.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new) The site is within 1km of Coleridge Community College, Radegund Road, CB1 3RJ and St Bede's Inter-Church School, Birdwood Road, CB1 3TB
TRANSPORT			
Cycle Routes	What type of cycle routes are accessible near to the site?		GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway. There is no provision for cyclists on Mill Road, but good links via Madras Road to the station and city centre. A toucan crossing on Mill Road should be considered to assist this.
HQPT	Is there High Quality Public Transport (at edge of site)?		AMBER = service meets requirements of high quality public transport in most but not all instances Not accessible to HQPT as defined. However, the site is within 400m of other bus services that link the site to the city centre and other areas.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to and quality of public transport,		DARK GREEN = Score 19-25

	and cycling. Scores determined by the four criteria below.		
Distance: bus stop / rail station			GG = Within 400m (6)
Frequency of Public Transport			GG = 10 minute frequency or better (6)
Public transport journey time to City Centre			GG = 20 minutes or less (6)
Distance for cycling to City Centre			GG = Up to 5km (6)
Distance: Railway Station	How far is the site from an existing or proposed train station?		R = >800m
Access	Will it provide safe access to the highway network, where there is available capacity?		AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?		AMBER = No impacts