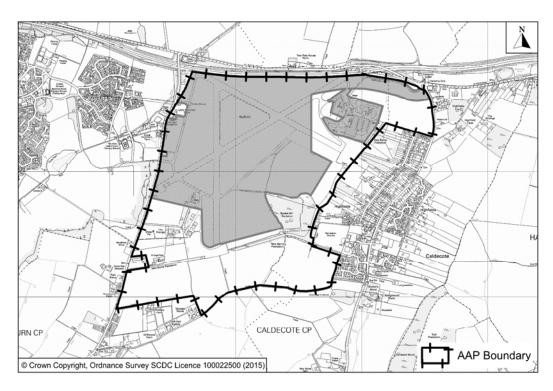
Site Information	
Development Sequence	New Settlement
Site reference number(s): SC057 & 238	

**Consultation Reference numbers:** 5 (I&O 2012)

Site name/address: Bourn Airfield, Bourn

Мар:



**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.

**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 3,000-3,500 dwellings, employment, retail, commercial uses, outdoor, outdoor recreation and park & ride

**Site size (ha):** South Cambridgeshire: 151.1 ha. (including 9.4ha. for ThyssenKrupp employment site)

Potential residential capacity: 3,500 dwellings

LAND		
PDL	Would development make	AMBER = Partially on PDL
	use of previously developed land?	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	100011001	
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  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 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	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

Contamination	uses)?  Is there possible		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.  AMBER = Site partially within or adjacent to
	contamination on the site?		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 water environment?		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).
BIODIVERSITY		ı	
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including		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.
	International and locally designated sites)		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		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
	restoration (helping to achieve Biodiversity Action Plan targets, and		appropriate mitigation will be achieved through the development process. Greatest impact likely to be as a result of loosing grassland habitats currently found within the

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	maintain		airfield strips. Great crested newts are
	connectivity		known to be in the vicinity and may also be
	between green		adversely affected.
	infrastructure))?		
	initiaditadiato)).		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		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		
	by a Tree		TPO present in hedge lines throughout the
	Preservation Order		site with a significant woodland in the south
Cross	(TPO)?		east boundary (just off site).
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		Opportunities for new green infrastructure
	through delivery of		within the wider AAP area.
	and access to		
	green		
	infrastructure?		
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
Zandobapo	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		
			improvements)
	landscape		
	character?		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
	1		1
1		the state of the s	Cambourne and Cambridge, planned to
			Cambourne and Cambridge, planned to secure wider benefits would also be
			secure wider benefits would also be
			secure wider benefits would also be required to serve this site. The segregated
			secure wider benefits would also be required to serve this site. The segregated bus priority measure between the junction of
			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
			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
			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
			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		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 = No impact (generally compatible,
Townscape	Will it maintain and enhance the		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 = No impact (generally compatible, or capable of being made compatible with
Townscape			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 = No impact (generally compatible,
Townscape	enhance the		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 = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor
Townscape	enhance the diversity and distinctiveness of		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 = No impact (generally compatible, or capable of being made compatible with
Townscape	enhance the diversity and distinctiveness of townscape		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 = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
Townscape	enhance the diversity and distinctiveness of townscape character, including		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 = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Assumptions for a neutral impact include
Townscape	enhance the diversity and distinctiveness of townscape character, including through		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 = 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
Townscape	enhance the diversity and distinctiveness of townscape character, including		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 = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Assumptions for a neutral impact include

	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)?	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.
Renewables	Will it support the use of renewable energy resources?	GREEN = Development would create additional opportunities for renewable energy.
	J.	Development would create minor additional

		opportunities for renewable energy. A new
		settlement of this scale would be expected
		to include additional renewable energy
E. 15::	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	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 HEAL	TH AND WELL BEING	11 1
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for
		new public open space, including through
		delivery of green infrastructure.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400m
District or	from the nearest	
Local Centre	District or Local	New village centre would be required.
	centre?	(Centre point of site beyond 1,000m of
D: ( 0:)		nearest existing centre)
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance: GP	City Centre? How far is the	G = <400m
Service	nearest health	G = <400III
Service	centre or GP	Assumed provision on site
		Assumed provision on site
Kov Loog!	service?	CDEEN - Now local facilities or improved
Key Local Facilities	Will it improve	GREEN = New local facilities or improved
า ัสปแเน <del>ป</del> ิจ	quality and range of key local	existing facilities are proposed of significant benefit
	services and	
	facilities including	New settlement therefore would expect to
	health, education	be self sufficient and sustainable. Promoter
	and leisure (shops,	has indicated that the settlement will be a
	post offices, pubs	mixed use sustainable community.
	etc?)	mineu use sustamable community.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
i dominos	Land Chable	the 1999 of any community facilities of

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	engagement in		replacement / appropriate mitigation
	community		possible
	activities?		
			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	How well would the		GREEN = Good scope for integration with
with Existing	development on		existing communities / of sufficient scale to
Communities	the site integrate		create a new community.
Communics	with existing		Create a new community.
	communities?		
FCONOMY	Communities?		
ECONOMY	Daga it address		ANDED Not within an adjacent to the 400/
Deprivation	Does it address		AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income		most deprived Super Output Areas within
	and employment		Cambridge according to the Index of
	deprivation		Multiple Deprivation 2010.
	particularly in		
	Abbey Ward and		
	Kings Hedges?		
	Would allocation		
	result in		
	development in		
	deprived wards of		
	Cambridge?		
Shopping	Will it protect the		GREEN = No effect or would support the
	shopping		vitality and viability of existing centres
	hierarchy,		
	supporting the		Development would have no effect on
	vitality and viability		vitality or viability of existing centres. The
	of Cambridge,		new settlement is proposed as being a self
	town, district and		sufficient sustainable community.
	local centres?		Í
Employment -	How far is the		GREEN = <1km or allocation is for or
Accessibility	nearest main		includes a significant element of
	employment		employment or is for another non-residential
	centre?		use
Employment -	Would		DARK GREEN= Development would
Land	development result		significantly enhance employment
	in the loss of		opportunities
	employment land,		opportunitioo
	or deliver new		It is proposed that the new settlement be a
	employment land?		mixed-use community therefore this would
	employment land?		
			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
11000	NAPH 14.1		significant element of employment.
Utilities	Will it improve the		AMBER = Significant upgrades likely to be
	level of investment		required, constraints capable of appropriate

	in key community	mitigation
	services and infrastructure, including communications infrastructure and broadband?	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

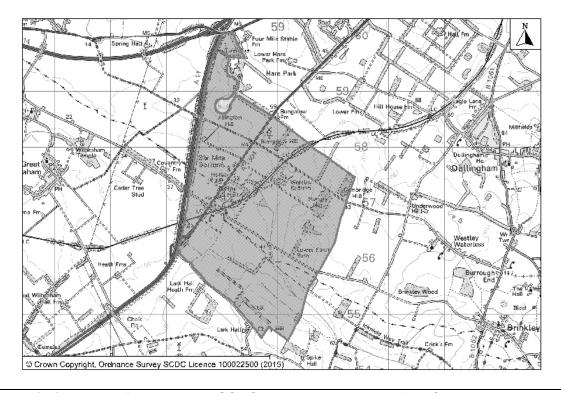
		of consultation).
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
	Scoring mechanism has	GREEN = Score 15-19 HOIH 4 CRITERIA DEIOW
Transport		Total agers of 17
Score (SCDC)	been developed to	Total score of 17
	consider access to	LIDDATE. Cooperators and from 40 to 47 to
	and quality of	UPDATE: Score changed from 13 to 17 to
	public transport,	reflect revised Public transport journey time
	and cycling. Scores	to City Centre score.
	determined by the four criteria below.	
	lour criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		00 = Wittiii1 400111 (0)
station		Mitigation would include a segregated bus
Station		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)
		public transport provision,
		(Currently 820m ACF from the centre of the
		site to nearest bus stop).
Frequency of		G = 20 minute frequency (4)
Public		. ,
Transport		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		G = 21 to 30 minutes (4)
transport		
journey time to		Potential Journey time improvements
City Centre		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		A = 10km to 15 km (3)
cycling to City		A - TOKIT to TO KIT (0)
Centre		10.81km ACF from the centre of the site to
Jenue		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	12,221m ACF from centre of the site to
2.0	station?	Shepreth Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.

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	where there is available capacity?	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 or cycling facilities?	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.  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
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Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC135		
Consultation Reference numbers: N/A		
Site name/address: Land at Six Mile Bottom		
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**Site description:** Part of this site is in SCDC but the majority is in East Cambridgeshire, it includes the settlement known as Six Mile Bottom, which is located 7 miles east of Cambridge. The settlement is focused on a crossroad, with several farms within close proximity. Most of Six Mile Bottom is low density and well-treed, being divided into hedged paddocks associated with the Newmarket racecourse industry. To the north of the settlement lies Swynford Paddocks Hotel, set in extensive grounds.

The majority of the site is agricultural and generally flat, with a network of drainage throughout. It is bounded to the west by the A11. The main Cambridge – Newmarket railway runs through the site.

**Current use(s):** Predominantly agriculture, with some pasture, woodland, stables, a hotel, public house and existing residential dwellings.

**Proposed use(s):** A new market town, including land in East Cambridgeshire District Council's area, comprising of between 8,000 - 10,000 new homes, a town centre and two or three local centres, community uses, employment, education, hotel, range of public open space, leisure centre, golf course, energy centre and a new railway station providing direct access to Cambridge and Newmarket (321.50 hectares in South Cambridgeshire with pro-rata, between 2,500 and 3,500 new homes).

Site size (ha): South Cambridgeshire: 918.22 ha.

Potential residential capacity: 10,000 dwellings (40 dph)

LAND		-
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	No previously developed land other than residential properties and farm buildings.
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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - majority of site is classified as Grade 3, with some Grade 2.
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, Minor negative impacts  Small parts of the site fall within a designated areas 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 = Site lies near source of air pollution, or development could impact on air quality adverse impacts  Development could impact on air quality, with minor negative impacts incapable of mitigation. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be
AQMA	Is the site within or	required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.  RED = Within or adjacent to an AQMA, M11
	near to an AQMA, the M11 or the A14?	or A14  394m ACF from edge of site to 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  Parts of the site will be subject to significant levels of noise from traffic on the A11 to the west and from train operation through the middle of the site. A noise assessment will be required to quantify noise impacts and consider noise attenuation measures.  Residential could be acceptable with a high level of mitigation: combination of

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		appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation and extensive noise attenuation measures.
		Possible malodour risk from nearby remaining farms / commercial uses as proposals would be closer than existing residential. Minor to moderate adverse odour risk may require assessment.
		Noise can be mitigated through a package of site development management techniques such as bunding, orientation, levels, acoustic barriers etc. However this may result in part of the land being undevelopable.
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)
		Potential for minor benefits through remediation of minor contamination, an existing railway line running through it and two small areas of land of previous industrial / commercial use which will require investigation
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Ground Water Source Protection Zone – Almost all of site included within a protection zone. A small part in zone 1 and the remainder in zones 2 and 3. Inclusion in a Ground water Source Protection Zone does not rule out development but may influence land use or require pollution control measures.
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation interest, and	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  Part of site Local Nature Reserve, and two
	geodiversity? (Including International and locally designated sites)	County sites exist within the boundary (in East Cambs).
Biodiversity	Would	GREEN = Development could have a

	development reduce habitat fragmentation, enhance		positive impact by enhancing existing features and adding new features or network links
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Presence of protected species - Greatest impact likely to result from a loss of extensive open farmland. This site has a large brown hare population that use these fields as breeding sites. Opportunity for habitat linkage / enhancement / restoration particularly regarding hedgerows and grassland, balanced by threats to existing features.
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.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.  The proposed development is in the East Anglian Chalk landscape character area. Apart from the evident transport infrastructure (the Cambridge-Newmarket railway also crosses the site west of the site) this area is deeply rural and sparsely populated, particularly to the south and east. The area is characterised by a high and rolling chalk landscape. The area is influenced by the patchwork of studs and farms towards Newmarket to the northeast. To the south and east the chalk hills are dominant. The area has a distinct grid of roads, tracks and vegetated field boundaries. However the rolling land ensures that this appears far less regimented when viewed on site.
			triangle of relatively level land between the A11 and A1304 – This is characterised by a series of large houses and farms along the

A1304. The field pattern is very regular, of small to medium size. Fields and paddocks are separated by mature belts of hedges and trees, including noticeable numbers of Pines and other conifers. The area is fairly enclosed has a similar to character to the geometric landscape of studs around Newmarket. The second area is a steeply rising landscape to the southeast of the A1304. This rises from approximately 30 to 90m AOD, from the A1304 to Cambridge Hill at the east of the site. The landscape is open and rolling, with many areas of mature woodland, shelter belts and hedges separating a regular pattern of medium to very large sized fields. The horizon is almost entirely treed, but the rolling, rising land allows long views in all directions. The defining character is of an open, rural and remote landscape. 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 total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character of the area. Due to the landform and deeply rural character, it will be very difficult to offer any landscape mitigation to development of this scale and character on this site. Townscape Will it maintain and RED = Significant negative impact on enhance the landscape character, no satisfactory diversity and mitigation measures possible. distinctiveness of townscape Development would be very large in relation character, including to the existing settlements and of such a different character that it would have a very through appropriate design significant adverse effect on them. and scale of (Change of score from Green)

	development?	
Green Belt	What effect would	GREEN = No impact or Minor positive
Orech ben	the development of	impact on Green Belt purposes
	this site have on	Impact on Orden Belt purposes
	Green Belt	
	purposes?	
Heritage	Will it protect or	RED = Site contains, is adjacent to, or
Tieritage	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for significant
	historical,	negative impacts incapable of appropriate
	archaeological, or	mitigation
	cultural interest	- Timaganon
	(including	Listed Buildings – Not within SCDC (but 4
	conservation	within the site)
	areas, listed	
	buildings,	Non statutory archaeological site. There
	registered parks	Non-statutory archaeological site – There are numerous Bronze Age barrows known
	and gardens and	
	scheduled	in the area, a significant number of which are designated Scheduled Monuments
	monuments)?	(SAM 33341, 33346). A Romano-British
	,	settlement site west of Allington Hill is also a
		designated Scheduled Monument (SAM72).
CLIMATE CHAI	l NGE	designated Scheduled Monument (SAM12).
Renewables	Will it support the	GREEN = Development would create
Reflewables	use of renewable	additional opportunities for renewable
	energy resources?	energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Great majority of site in Flood Zone 1 and
		no drainage issues that cannot be
		appropriately addressed.
		Surface drainage will be dealt with by
		,
		incorporation of sustainable drainage
		techniques and the intention should be to ensure that the site maintains green field
		run off rates. The land strata is Chalk, which
		requires special construction methods being
		used to protect underlying aquifers.
ΗΙΙΜΔΝ ΗΕΔΙ Τ	H AND WELL BEING	adda to protect underlying aquilers.
Open Space	Will it increase the	DARK GREEN = Development would create
L	quantity and quality	the opportunity to deliver significantly
	of publically	enhanced provision of new public open
	accessible open	spaces in excess of adopted plan
	space?	standards.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	On site provision assumed
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	•

		ı	
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400m
District or	from the nearest		
Local Centre	District or Local		Centre point of site beyond 1,000m of
	centre?		nearest existing centre.
			Thousand oxioning control
			Assumed new network of centres would be
			required to serve a new settlement
Dietopos: City	How far is the site		R = >800m
Distance: City			K = >000111
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		G = <400m
Service	nearest health		
	centre or GP		On site provision assumed.
	service?		
Key Local	Will it improve		GREEN = New local facilities or improved
Facilities	quality and range		existing facilities are proposed of significant
	of key local		benefit
	services and		
	facilities including		New local facilities or improved existing
	health, education		facilities are proposed of significant benefit.
	and leisure (shops,		Proposal to include new secondary and
	post offices, pubs		primary schools, medical provision, retail,
	etc?)		leisure and sports facilities
Community	Will it encourage		GREEN = Development would not lead to
Facilities	and enable		the loss of any community facilities or
1 dollities	engagement in		replacement / appropriate mitigation
	community		possible
	activities?		possible
	activities?		Navyla ad a samovnity / villa ad ball an
			New local community / village hall or
			improved existing facility is proposed of
			significant benefit (and is viable and
			sustainable). Submission states that a
			range of community facilities will be
			provided.
Integration	How well would the		GREEN = Good scope for integration with
with Existing	development on		existing communities / of sufficient scale to
Communities	the site integrate		create a new community.
	with existing		_
	communities?		
ECONOMY	•		
Deprivation	Does it address		AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income		most deprived Super Output Areas within
(232290)	and employment		Cambridge according to the Index of
	deprivation in		Multiple Deprivation 2010.
	Abbey Ward and		maniple Deprivation 2010.
	Kings Hedges?		
	Would allocation		
	result in		

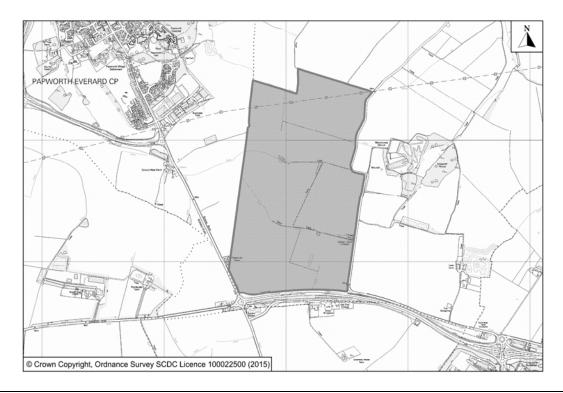
	T	<u></u>
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable scale to
	local centres?	serve needs of new residents and will not
		impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	
	or deliver new	Development would significantly enhance
	employment land?	employment opportunities. The proposed
		submission refers to the provision of new
		employment.
Utilities	Will it improve the	RED = Significant upgrades likely to be
	level of investment	required but constraints incapable of
	in key community	appropriate mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and	sewerage systems will need reinforcement
Edward Care	broadband?	to increase capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
Distance:	How far is the	G = <400m
Primary	nearest primary	<u> </u>
School	school?	On Site provision assumed
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide non/
30.1001	33.133.1	On Site provision assumed
TRANSPORT	1	
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	
	accessible near to	Poor access to services by walking and
	the site?	cycling – cycle links to Great Wilbraham,
		Newmarket and Cambridge would be
		·

		required.
HQPT	la thora High	
וזערו	Is there High Quality Public	AMBER = service meets requirements of high quality public transport in most but not
	_	all instances
	Transport (at edge of site)?	ali iliotatices
Sustainable	·	GREEN = Score 15-19 from 4 criteria below
	Scoring	GREEN = Score 15-19 from 4 chieria below
Transport	mechanism has	Total agers of 42
Score (SCDC)	been developed to	Total score of 13.
	consider access to	LIDDATE: Cooring shapped from 10 to 12
	and quality of	UPDATE: Scoring changed from 10 to 13 -
	public transport,	revised for consistency with other major
	and cycling. Scores	sites with new public transport provision.
	determined by the four criteria below	
Distance: bus	Tour Criteria below	CC - Within 400m (6)
		GG = Within 400m (6)
stop / rail station		New cottlement would require new bus
Station		New settlement would require new bus
		stops and public transport routes to through the settlement.
		the settlement.
		UPDATE: scoring revised for consistency
		with other major sites with new public
		transport provision.
		transport provision.
		(Currently 903m ACF from the centre of the
		site to nearest bus stop 17 service).
Frequency of		G = 20 minute frequency (4)
Public		2 Is inmitted in equations (1)
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		'
		(Currently less than hourly service)
Public		RR = Greater than 50 minutes (0)
transport		( /
journey time to		Service takes 15 minutes from Six Mile
City Centre		Bottom to Newmarket.
_		
		Service takes 54 minutes from Six Mile
		Bottom to Cambridge.
Distance for		A = 10km to 15 km (3)
cycling to City		
Centre		8.45km ACF from the centre of the site to
		Newmarket Market.
		13.73km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	Promoter proposes new station on the
	station?	Newmarket to Cambridge railway, potential
		timetabling and capacity issues on this line
		would need to be checked.
Access	Will it provide safe	RED = Insufficient capacity/ access.

	access to the highway network, where there is available capacity?	Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Mitigation measures could include remodelling the A11 / A14 / A1303 interchange to enable access to and from Cambridge, a new railway station and services, new bus services to Cambridge and Newmarket and mitigation measures on local roads. 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. 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.
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 and services on the Ipswich to Cambridge railway line. Also proposes new bus services linking to Newmarket and

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC194		
Consultation Reference numbers:		
Site name/address: Land north of A428, Cambourne		

## Мар:



**Site description:** The site lies to the north of the A428, east of the A1198 and west of Brockley Road, Elsworth.

Fields adjoin it to the north and separate it from the A1198 to the west. Brockley Road, an unclassified road, bounds the site to the east and the A428 trunk road to the south. There is a hedgerow to the boundary with the A1198 that screens most views across the site from the east and a post-rail fence and hedgerow to the A428 to the south. This fencing also separates a cyclepath and tree planting along the northern edge of the A428. A motel and Chinese restaurant fronting A1198 adjoins the site at its south western edge.

The site consists of open countryside and incorporates Common Farm Cottages comprising two pairs of semi-detached houses accessed via a farm track off Brockley Road, Elsworth that lie perpendicular to the road. The land rises slightly towards A428 but is a relatively flat area with long distance views across it.

It is characterised by large open arable fields with few obvious field boundary markings, although there are some hedgerow trees to Brockley Road and ditches to some field boundaries. There are two wooded areas located beyond the cottages towards the northern part of the site – both are protected by Tree Preservation Orders.

Current use(s): The site consists of agricultural land and four dwellings.

**Proposed use(s):** Residential development with employment, retail, community uses and public open space.

Site size (ha): South Cambridgeshire: 164.11

Potential residential capacity: 2,626 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	Partly – the site includes 4 dwellings creating a very small area of previously developed land.
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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 160 ha.).  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?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts  Development could impact on air quality, with minor negative impacts incapable of mitigation. The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.  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	RED = Significant adverse impacts incapable of appropriate mitigation
	problems if the site is developed, as a receptor or generator(including compatibility with neighbouring uses)?	Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to Papworth Business Park and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.
		A high voltage overhead electricity line runs through the middle of the site so there are possible electromagnetic fields concerns (EMFs).
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	GREEN = No impact / Capable of full mitigation  Development unlikely to effect water quality.
	environment?	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  No impact on protected sites and species (or impacts could be mitigated). Brockley End Meadow CWS lies 900m to the east of the site. Elsworth Wood SSSI lies approximately 470m to the east of the site. Papworth Wood SSSI lies approximately 570m to the northwest of the 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 some of the adverse effects.
Biodiversity	Would development reduce habitat fragmentation,	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation

	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		Minor negative impact as loss of farmland and ditches that provide a habitat for water voles. Limited opportunities for habitat enhancement.  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)?		AMBER = Any adverse impact on protected trees capable of appropriate mitigation  One area of trees with Tree Preservation Orders that would need to be considered in any future proposals
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.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.  Due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads and would be visible over very long distances. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape and would have a significant adverse effect on existing settlements and landmark buildings.  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 = No impact (generally compatible,

	ambanaa tha		ar conclus of hairs made compatible with	
	enhance the		or capable of being made compatible with	
	diversity and		local townscape character, or provide minor	
	distinctiveness of		improvements)	
	townscape			
	character, including		Assumptions for a neutral impact include	
	through		that appropriate design and mitigation	
	appropriate design		measures would be achieved through the	
	and scale of		development process.	
	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		GREEN = No impact or Minor positive	
GIEEN DER			· · · · · · · · · · · · · · · · · · ·	
	the development of		impact on Green Belt purposes	
	this site have on		Due priesitus se e e e una e e elimpio e e el	
	Green Belt		Bus priority measures and cycling and	
	purposes?		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		GREEN = Site does not contain or adjoin	
	enhance sites,		such buildings, sites or features, and there	
	features or areas of		is no impact to the setting	
	historical,			
	archaeological, or		Archaeological potential will require further	
	cultural interest		information but the assumption for a neutral	
	(including		impact is that it is likely appropriate	
	conservation		mitigation can be achieved through the	
	areas, listed		development process.	
	buildings,			
	registered parks		Bus priority measures and cycling and	
	and gardens and		pedestrian improvements between	
	scheduled		Cambourne and Cambridge, planned to	
	monuments)?		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 some of the adverse effects.	
CLIMATE CHAI	NGE		anoviate some of the adverse effects.	
CLIMATE CHANGE				

Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable energy resources?	renewables would apply
	chergy resources:	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.
	TH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create minor
		opportunities for new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
	teenagers?	
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople?  How far is the site	GREEN = <400m
Distance. District or	from the nearest	GREEN = <400III
Local Centre	District or Local	Assumed provision of a local centre on site
Local Certife	centre?	Assumed provision of a local centre on site
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	2,198m ACF from centre of site to The
	service?	Surgery, Papworth Everard.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	The development proposes employment,
	post offices, pubs	retail and community uses.
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or

	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		New local community facilities or improved
		existing facility is proposed of minor benefit
	11 11 114	(and is viable and sustainable).
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	It will be a 1966 and the release the section of the
	communities?	It will be difficult to view this development as
		an extension of Cambourne given the
		separation by the A428, other roads and
FCONOMY		structural landscaping to the south.
ECONOMY Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Cambridge)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Multiple Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres.
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	
	employment	
Employment	centre? Would	G - No loss of ampleyment land / allegation
Employment - Land		G = No loss of employment land / allocation is for employment development
Lanu	development result in the loss of	i io ioi empioyment development 
	employment land,	Development would support minor
	or deliver new	additional employment opportunities.
	employment land?	additional omployment opportunities.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
J	level of investment	required but constraints capable of
	in key community	appropriate mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	, ,
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,

		therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.  The WwTW is operating close to capacity and therefore has limited capacity to accommodate this site. The sewerage network is approaching 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?	A = 1 to 3 km  1.9km ACF from centre of site to Cambourne Village College.
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.  Uncertainty regarding how a stand alone site in this location would connect to proposed improvements on the A428
HQPT	Is there High Quality Public Transport (at edge of site)?	corridor.  AMBER = service meets requirements of high quality public transport in most but not all instances  Development of this scale would require new bus routes through the site, although uncertain how this would be achieved.
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.	RED = Score 5-9 from 4 criteria below  Total score of 9
Distance: bus		A = Within 800m (3)
stop / rail station		Development of this scale would require

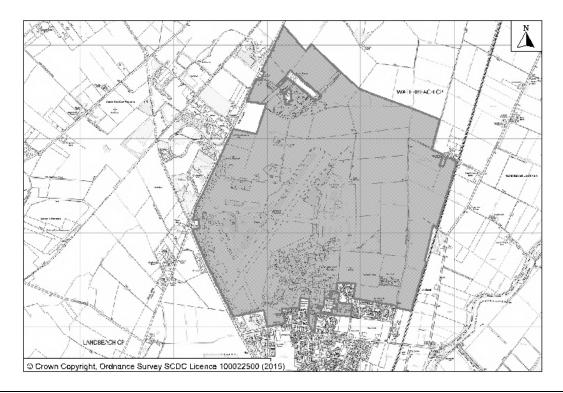
		new bus routes through the site, although uncertain how this would be achieved.
		(Currently 1,005m ACF from the centre of the site to the nearest bus stop (1 service).
		1,268m ACF from the centre of the site to the nearest bus stop (Citi 4 service))
Frequency of		G = 20 minute frequency (4)
Public Transport		New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.
		Potential for higher frequencies in combination with other sites, but uncertain how this would function.
		Location of site would add time penalty, abortive routing and extra costs to existing services.
		(Currently 1 service - 2 hour service, Citi 4 - Hourly service)
Public		RR = Greater than 50 minutes (0)
transport journey time to City Centre		1 service - 17 minutes from bus stop to the centre of St. Ives.
		Citi 4 service - 52 minutes from bus stop to the centre of Cambridge.
		Potential to achieve journey time benefits from City Deal A428 Corridor scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact in combination with other sites.
Distance for		R = 15k m to 20km (2)
cycling to City Centre		9.64km ACF from the centre of the site to St. Ives Market.
		15.09km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	10,344m ACF from centre of the site to St Neots Station.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.
<u> </u>		

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.
AMBER = No impacts  Poor access to services by walking, with potential to create walk and cycle routes to Cambourne constrained by severance impact of A428 dual carriageway. Potential for strategic cycle route to Cambridge (East – via Highfields and Coton) with suitable new and improved provision. Opportunity to strengthen bus services on corridor between Cambourne and Cambridge (Service 4) through appropriate enhancement of capacity, although location of site would add time penalty, abortive

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC231	

Consultation Reference numbers: 2 (I&O 2012)
Site name/address: Land north of Waterbeach

Мар:



**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.

Current use(s): Military Barracks / Agriculture

**Proposed use(s):** Mixed use new community comprising up to 12,750 dwellings forming a linked urban extension to Waterbeach, with employment, town centre, local centres, education, sports facilities, new train station and bus interchanges, a rapid bus service alongside the A10, and public open space including parkland around Denny Abbey Scheduled Monument. The promoter's proposed capacity was revised to 10,500 dwellings in their response to the Issues and Options 1 Consultation.

Site size (ha): South Cambridgeshire: 558 ha

Potential residential capacity: 10,500 (40dph)

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
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  Site lies in an area where air quality acceptable. The site 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.  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	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

		I	
	generator(including compatibility with neighbouring uses)?		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.
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)  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?		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 designated for nature conservation or recognised as containing protected species, 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,		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links

	Γ.		
	enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		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.  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 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	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife and green spaces, through delivery of and access to green infrastructure?		Development would deliver significant new Green Infrastructure. The proposed development includes around 114 hectares of new public open space and a 92 hectare landscaped setting for Denny Abbey.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.
	landscape character?		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 total dominance in the landscape when viewed from outside the site. Development would be very large in relation to the existing settlements and of such a different character that it would have a very significant adverse effect on them. The landscape would be unable to accommodate development of the proposed type and scale without total and adverse character change. The development conflicts directly with the Landscape Character.  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, 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)  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 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  Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4  Listed Buildings on site (in East Cambridgeshire) 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.  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 CHAI	NGF	
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 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.
<b>HUMAN HEALT</b>	H 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

		new public open space).
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	GILLIN - CIKIII
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
,		GREEN = <400111
Facilities	nearest play space	A second a mandai am am aita
	for children and	Assumed provision on site
0 0	teenagers?	AMPER
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	G = <400 m
District or	from the nearest	
Local Centre	District or Local	Assumed network of town and local centres
	centre?	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Assumed provision on site.
	service?	·
		(Currently 1,686m ACF from centre of site
		to Rosalind Franklin House, Waterbeach)
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	Possible
	GOUVIUGO:	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
Intogration	How wall wanted the	places of faith
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	Communities!	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income and employment deprivation particularly in Abbey Ward and	most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
	Kings Hedges? Would allocation result in development in deprived wards of	
	Cambridge?	
Shopping	Will it protect the shopping	GREEN = No effect or would support the vitality and viability of existing centres
	hierarchy, supporting the vitality and viability of Cambridge, town, district and local 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 -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main employment centre?	includes a significant element of employment or is for another non-residential use
Employment -	Would	DARK GREEN = Development would
Land	development result in the loss of employment land, or deliver new employment land?	significantly enhance employment opportunities
Utilities	Will it improve the level of investment in key community services and	AMBER = Significant upgrades likely to be required, constraints capable of appropriate mitigation
	infrastructure, including communications infrastructure and broadband?	Major utilities Infrastructure improvements required, but constraints can be addressed. The electricity, mains water, gas and sewerage systems will need reinforcement to increase capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education capacity?	constraints can be appropriately mitigated
		School capacity not sufficient, but significant issues can be adequately addressed by the construction of new secondary and primary.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	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		2 12
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.  Assumed provision of cycling improvements along with a 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)  New settlement would require new bus stops which would mostly fall within 800m of the site.  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 =
Frequency of Public Transport		Within 800m to GG = Within 400m.  G = 20 minute frequency (4)  New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.  196 service - less than hourly service.

		9 service - hourly service.
Public		G = 21 to 30 minutes (4)
transport		21 10 00 1111110100 (1)
journey time to City Centre		196 service - 36 minutes to Ely.
		9 service - 25 minutes to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City Centre		9.90km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market. G = <400m
Railway	from an existing or	0 = 1400111
Station	proposed train	New train station proposed on the Ely to
	station?	Cambridge railway line to serve village and
		the new town site.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	-
	available capacity?	Insufficient capacity on existing roads. 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. 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.
		(Score changed from Red)
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	
	transport, walking	Would potentially result in significant
	or cycling facilities?	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.
		on A to at whiton to provide greater capacity.

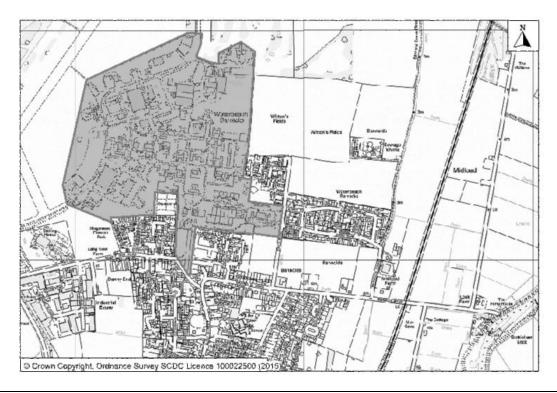
	Opportunity to strengthen bus services on
	corridor between Waterbeach and
	Cambridge by a rapid service alongside the
	A10.

Site Information		
Development Sequence	New Settlement	
Cita reference number(a), CC 224/huilt area anlul		

**Site reference number(s):** SC 231(built area only) **Consultation Reference numbers:** 4 (I&O1 2012)

Site name/address: Land north of Waterbeach (built area only)

Мар:



**Site description:** Waterbeach Barracks and a disused airfield, large arable fields and farms, a golf course, rough grassland, scattered woodland and water features. This site considers the area comprising existing buildings.

Current use(s): A range of buildings, including residential blocks.

Proposed use(s): Residential.

Site size (ha): South Cambridgeshire: 58.15 ha.

Potential residential capacity: 930 dwellings (40 dph)

LAND	LAND			
PDL	Would development make use of previously developed land?		GREEN = Entirely on PDL	
Agricultural	Would		GREEN = Neutral. Development would not	
Land	development lead		affect grade 1 and 2 land.	
	to the loss of the			
	best and most		Barracks is unclassified.	
	versatile			
	agricultural land?		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?	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. The site 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.  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 (including compatibility with neighbouring uses)?	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.
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)  Potential for minor benefits through

			remediation of minor 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 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.
Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)		to designated for nature conservation or recognised as containing protected species, 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, and maintain connectivity between green infrastructure)?		AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation  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?	ULTURAL HI	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  ERITAGE

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)  No impact. Generally compatible, or capable of being made compatible with local landscape 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.
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)  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,	GREEN = Site does not contain or adjoin such buildings, sites or features, and there is no impact to the setting
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	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 further assessment.
CLIMATE CHA	NGE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
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.
	TH AND WELL BEING	appropriately addressed.
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
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km or onsite provision  Assumed provision would be made on site
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	GREEN = <400m  Assumed provision would be made on site
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	AMBER = No Impact
Distance: District or	How far is the site from the nearest	R = >800m

Local Centre	District or Local	1,210km ACF to Chapel Street,
Local Ochirc	centre?	Waterbeach, surrounded by a cluster of
	Contro.	services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	A = 400 - 800m
Service	nearest health	
	centre or GP	727m ACF from centre of site to Rosalind
	service?	Franklin House, Waterbeach.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	
	facilities including	
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	RED = Allocation would lead to loss of
Facilities	and enable	community facilities
	engagement in	
	community	Base closure has curtailed access to MOD
	activities?	facilities.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing communities?	
ECONOMY	Communities:	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Carribriage)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	Watapio Bopiivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable
	local centres?	scale to serve needs of new residents and
Francis	How for to the	will not impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of

	employment	employment or is for another non-residential
	centre?	use
Employment - Land	Would development result in the loss of employment land, or deliver new	G = No loss of employment land / allocation is for employment development
	employment land?	
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  Minor utilities Infrastructure improvements may be required, but constraints can be addressed.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity may not be sufficient, but significant issues can be adequately addressed
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assume provision on site
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	4.4km ACF from centre of site to Cottenham Village College.
TRANSPORT		. 9 9 -
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.
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)
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.	AMBER = Score 10-14 from 4 criteria below  Total score of 13.
Distance: bus stop / rail station		G = Within 600m (4)  520m ACF from the centre of the site to the nearest bus stop - Winfold Road (9 service).)

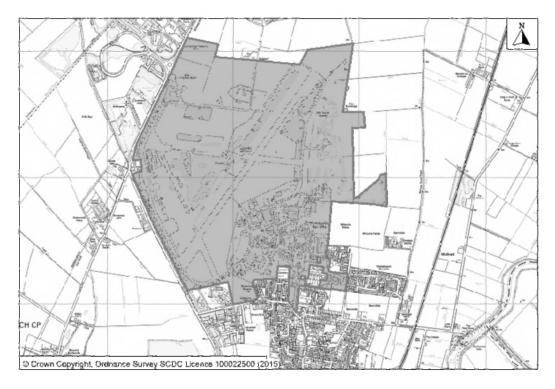
Frequency of Public		R = Hourly service (2)
Transport		9 service - hourly service
		Potential for improvement associated with development.
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		9 service - 35 minutes to Ely (Waterbeach, Winfold Road to Ely, Market Street).
		9 service - 31 minutes to Cambridge (Waterbeach, Winfold Road to
		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		0.001 1.057 11 11 11 11 11
Centre		9.22km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train station?	1,636m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC231 (MOD only)			

Consultation Reference numbers: 3 (I&O1 2012)

Site name/address: Land north of Waterbeach (MOD only)

Мар:



**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.

This option considers the MOD site only.

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.

Current use(s): Military Barracks

**Proposed use(s):** Mixed use new community 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: 280.2 ha.

Potential residential capacity: 7,600 dwellings (40 dph)

LAND		
PDL	Would	GREEN = Entirely on PDL
	development make	,
	use of previously	25% to 74% Previously Developed Land
	developed	(PDL). Military barracks and airfield.
	land?	
Agricultural	Would	GREEN = Neutral. Development would not
Land	development lead	affect grade 1 and 2 land.
	to the loss of the	
	best and most	Airfield is unclassified.
	versatile	
	agricultural land?	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.
		iailu.
Minerals	Will it avoid the	AMBER = Site or a significant part of it falls
Willioralo	sterilisation of	within an allocated or safeguarded area,
	economic mineral	development would have minor negative
	reserves?	impacts
		'
		Site falls within a designated area in the
		Minerals and Waste LDF, development
		would have minor negative impacts on
		identified Minerals Reserves.
POLLUTION	T	
Air Quality	Would the	AMBER = Adverse impact
	development of the sites result in an	Development sould improct on air quality
	adverse	Development could impact on air quality,
	impact/worsening	with minor negative impacts incapable of mitigation. Despite this proposal not being
	of air quality?	adjacent to an Air Quality Management
	or all quality:	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	GREEN = >1,000m of an AQMA, M11, or
A WINIA	near to an AQMA,	A14
	THEAT TO ATT ACTIVIA,	7117

	the M11 or the	
	A14?	
Pollution	Are there potential Odour, light noise and vibration	GREEN = No adverse effects or capable of full mitigation
	problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	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.
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)  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	GREEN = No impact / Capable of full mitigation
	of the water environment?	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	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
	interest, and	Bus priority measures, Park & Ride, cycling

	geodiversity? (Including International and locally designated sites)		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		GREEN = Development could have a positive impact by enhancing existing features and adding new features or network links
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity		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.
	between green infrastructure)?		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		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation
LANDSCARE	and access to green infrastructure?	III TUDAL III	Development would deliver new Green Infrastructure.
•	TOWNSCAPE AND C	OLI UKAL AI	
Landscape	Will it maintain and enhance the diversity and		AMBER = negative impact on landscape character, incapable of mitigation.
	distinctiveness of landscape character?		Minor Negative Impact (Development conflicts with landscape character, with minor negative impacts 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. 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, 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)  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 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  Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - 4 Listed Buildings on site (in East Cambridgeshire) 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.  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 CHA	NGE				
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 control deliver election (for extra
		Development would deliver significant new
Diotones	How for is the	public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	A service display and site
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Assumed provision on site
0 0	teenagers?	AMPER N. I.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies and Travellers and	
	Travelling Showpeople?	
Distance:	How far is the site	G = <400m
Distance. District or	from the nearest	0 - \$400III
Local Centre	District or Local	Assumed network of town and local centres
Local Certife	centre?	on site.
	Contro :	on site.
Distance: City	How far is the site	R = >800m
Centre	from edge of	1 = 7 000m
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Assumed provision on site
	service?	·
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant
	and leisure (shops,	benefit. Proposal to include new secondary
	post offices, pubs	and primary schools, a large medical
	etc?)	centre, retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		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
Intogration	How wall was dal the	places of faith
Integration	How well would the	GREEN = Good scope for integration with
with Existing Communities	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	1	
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  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
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	DARK GREEN = Development would significantly enhance employment opportunities
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.
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 Distance: Secondary School	How far is the nearest primary school? How far is the nearest secondary school?	G = <400m  Assumed provision on site.  G = Within 1km (or site large enough to provide new)

		Assumed provision on site.
TRANSPORT	ı	
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 of 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)  New settlement would require new bus stops which would mostly fall within 800m of the site.  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
		Transport corridor linking the new town to Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		Deller.
		(Currently 9 convice hourly convice)
Public		(Currently 9 service - hourly service)
		G = 21 to 30 minutes (4)
transport		Future journey time could be effected by
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
		segregated bus links were introduced.
		Commonths O complete 20 mains too to The
		Currently 9 service - 28 minutes to Ely
		(Landbeach, Research Park Entrance to
		Ely, Market Street).
		0.000
		9 service - 27 minutes to Cambridge
		(Landbeach, Research Park Entrance to
·		Cambridge, Drummer Street Bus Station).
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		9.68km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	Less incentive to deliver new station given
	station?	relationship of this site with railway line.
H _	<u> </u>	
Access	Will it provide safe	RED = Insufficient capacity/ access.
Access	Will it provide safe access to the	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate
Access	Will it provide safe access to the highway network,	RED = Insufficient capacity/ access.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.
Access	Will it provide safe access to the highway network,	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. The
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be
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Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Detailed
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Detailed mitigation measures and the
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Detailed mitigation measures and the identification of appropriate financial
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. Detailed mitigation measures and the identification of appropriate financial contributions and obligations under Section 106 will be identified based on the appraisal
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. 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
	Will it provide safe access to the highway network, where there is available capacity?	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. 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.
Access  Non-Car Facilities	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access. Negative effects incapable of appropriate mitigation.  Insufficient capacity on existing roads. 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. 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

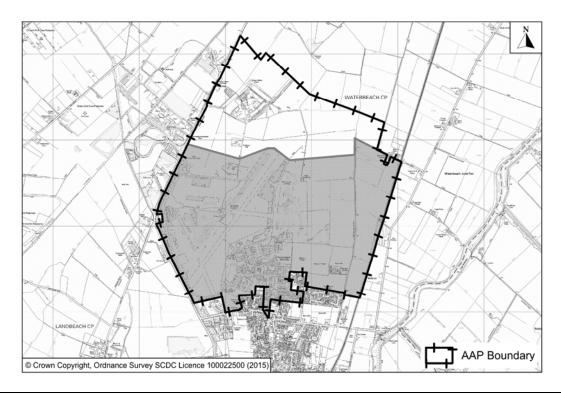
safer for public	
transport, walking	Would potentially result in significant
or cycling facilities?	improvement to public transport, walking or
	cycling facilities. Promoter proposes new
	train station on the Ely to Cambridge
	railway line. Also propose a rapid bus
	service alongside the A10 – potential 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.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC 231a	

Consultation Reference numbers: 2&3 (I&O 2012)

Site name/address: New Town north of Waterbeach

## Мар:



## 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, following site visits and discussions with English Heritage, with particular reference to the historic significance of Denny Abbev.

Current use(s): 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 407.3 ha. Area within the Area Action Plan boundary 578 ha.

Potential residential capacity: 8,000 to 9,000 dwellings (average 40 dph)

LAND		
PDL	Would	AMBER = Partially on PDL
102	development make use of previously developed land?	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
AQMA	Is the site within or	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.  GREEN = >1,000m of an AQMA, M11, or

	near to an AQMA,	A14
	the M11 or the	A14
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise	full mitigation
	and vibration	
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some potential for traffic noise from
	receptor or	A10 and railway, but should be possible to
	generator?	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.
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development
		Potential for minor banefits through
		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	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	Dovolopment uplikaly to effect water such
	of the water environment?	Development unlikely to affect water quality.  Assumptions for a neutral impact are that
	GHVII GHL	appropriate standards and pollution control
		measures will achieved through the
		development process and will mitigate any
		impact on groundwater.
BIODIVERSITY		
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to, or local area will be developed as
	and protect sites	greenspace. No or negligible impacts
	designated for nature	Bus priority measures, Park & Ride, cycling
	conservation	and pedestrian improvements, and
	interest, and	highways improvements on the A10
	geodiversity?	corridor, planned to secure wider benefits

	T /	 
	(Including	would also be required to serve this site.
	International and	Proposed route do not pass through any
	locally designated	identified sites of ecological designation.
	sites)	
Biodiversity	Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?) Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	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 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	Will it improve	GREEN = Development could deliver
Infrastructure	access to wildlife	significant new green infrastructure
	and green spaces,	
	through delivery of	Development would deliver significant new
	and access to	Green infrastructure. The northern part of
	green	the site area can deliver new public open
	infrastructure?	space and a significant landscaped setting
	i i i i dott dottal e :	opaso and a significant fandscaped setting

			for Denny Abbey.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HE	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		The scale and character of the proposed
	landscape		development would be visible over large
	character?		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.
			neights.
			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		GREEN = No impact (generally compatible,
: 5 /50apo	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		,
	character?		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 scheduled monuments)?	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.  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 CHA	NGE		
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 HEAL	TH AND WELL BEING	<u> </u>	Trippiopinatory additional
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	How far is the nearest outdoor		GREEN = <1km
Facilities	sports facilities?		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	How far is the site from the nearest		G = <400m
Local Centre	District or Local centre?		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		G = <400m
	service?		Assumed provision on site.
Key Local Facilities	Will it improve quality and range of key local services and		GREEN = New local facilities or improved existing facilities are proposed of significant benefit

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	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	Proposal to include new secondary and
	post offices, pubs	primary schools, a large medical centre,
	etc?)	retail, leisure and sports facilities
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	possible
	activities:	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	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	•
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(	and employment	Cambridge according to the Index of
	deprivation in	Multiple Deprivation 2010.
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Shopping	-	vitality and viability of existing centres
	shopping	vitality and viability of existing centres
	hierarchy,	Dayolonmont would have no effect as
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the town and local centre
	town, district and	proposals will only be of a suitable scale to
	local centres?	serve needs of new residents and will not
		impact on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
		Development would include employment
		opportunities. Also adjoins the Cambridge
		Research Park site.
Employment -	Would	DARK GREEN = Development would
Land	development result	significantly enhance employment
	in the loss of	opportunities
[		apportariation

	T	
	employment land, or deliver new	Development would significantly enhance
	employment land?	employment opportunities. Much of the new
	omproymont randi	employment provision would take place
		beyond 2031.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The electricity, mains water, gas and
	infrastructure and broadband?	sewerage systems will need reinforcement to increase capacity. Waste Water
	broaubariu :	Treatment Works would be relocated off
		site.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
' '	capacity?	
	, ,	School capacity not sufficient, but significant
		issues can be adequately addressed by the
		construction of new secondary and primary
D: /		schools.
Distance:	How far is the	G = <400m
Primary School	nearest primary school?	Assuma provision on sita
Distance:	How far is the	Assume provision on site.  G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	
		Assume provision on site.
TRANSPORT		
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	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	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	TSCSC refers to services of at least 15
		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	Silent Solid to to from Follow
Score (SCDC)	been developed to	Total score 18.
,	consider access to	
	and quality of	UPDATE: Score changed from 15 to 18 to

_	1	1
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		, ,
station		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)
		providion)
		(Currently 1,087m ACF from the centre of
		the site to the nearest bus stop - Research
		Park Entrance (9 service)).
		Tark Entrance (9 Service)).
		UPDATE: Score changed from Amber =
		Within 800m to GG = Within 400m.
Frequency of		G = 20 minute frequency (4)
Public		S = 20 minute frequency (4)
Transport		Potential to deliver a High Quality Public
Transport		Transport corridor linking the new town to
		Cambridge. HQPT corridor would create
		bus service frequency of 15 minutes or
		better.
		bottor.
		(Currently 9 service - hourly service)
Public		G = 21 to 30 minutes (4)
transport		0 = 21 to 00 minutos (4)
journey time to		Future journey time could be affected by
City Centre		transport improvements, particularly if
Oity Contro		segregated bus links were introduced.
		sogregated 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		G = 5km to 10km (4)
cycling to City		
Centre		9.68km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	G = <400m
Railway	from an existing or	
Station	proposed train	New train station to relocate existing
	station?	Waterbeach station proposed on the Ely to
		Cambridge railway line to serve village and
		the new town.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
00000	1 It provide date	= 1

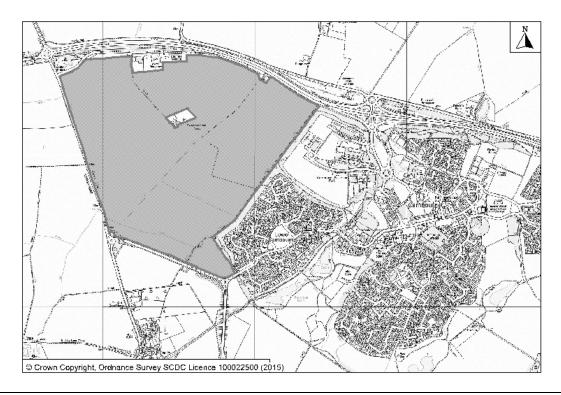
		Negative effects complete of communicati
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is available capacity?	The extent of necessary mitigation measures relating to highway capacity and access arrangements will need to be determined through transport 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	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	safer for public	
	transport, walking	Would potentially result in significant
	or cycling facilities?	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.

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC239	

Consultation Reference numbers: 17 (I&O 2012)

Site name/address: Land west of Lower Cambourne

Мар:



**Site description:** The site lies to the west of Lower Cambourne and the Cambourne Business Park and adjoins the A1198 to the west and south, with open countryside beyond. The site adjoins the A428, two existing dwellings, a small-scale employment site, and a former restaurant site to the north, with open countryside beyond.

The site consists of a large area of open countryside surrounding Swansley Wood Farm, which is now a small-scale employment site. Hedges and ditches provide boundaries to the individual fields within the site. The western boundary includes sections of mature woodland that screen the site from the A1198. A belt of trees runs along the western section of the northern boundary that screens the site from the A428 and additional trees have been planted further along the northern boundary as part of the A428 improvements. These will provide some screening of the site in the future once the trees have matured.

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.

Current use(s): The majority of the site is currently in agricultural use as arable land.

**Proposed use(s):** Linked fourth village extension to the west of Cambourne for 2,250 dwellings planned around the new secondary school being promoted by Cambridgeshire County Council, with employment, local centre, health and community uses, and public open space.

Site size (ha): South Cambridgeshire: 150.88 ha.

## Potential residential capacity: 2,250 dwellings (30 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 and most versatile agricultural land?	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 150 ha).
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	GREEN = Site not within or adjacent to an area with a history of contamination

	the site?	
Water	Will it protect and where possible enhance the quality of the water	GREEN = No impact / Capable of full mitigation  Development unlikely to effect water quality.
	environment?	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
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)?	of the adverse effects.  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 = Development could deliver significant new green infrastructure  Development would create minor opportunities for new Green Infrastructure.

	green		ew landscaping associated with
	infrastructure?		evelopment of this site will create access
			areas of open space within and on the
			dge of the development including designed
			reenways and connections to the existing
		gr	reen spaces in Cambourne.
LANDSCAPE,	TOWNSCAPE AND C	JLTURAL HERI	ITAGE
Landscape	Will it maintain and	A	MBER = negative impact on landscape
	enhance the	ch	haracter, incapable of mitigation.
	diversity and		
	distinctiveness of		linor negative impact (development
	landscape		onflicts with landscape character, minor
	character?		egative impacts incapable of mitigation) -
			evelopment of this site would be visible in
			nany long distant views, would reduce the
			ong countryside views into shorter ones,
			nd would bring the development at
			ambourne slightly closer to nearby
			llages, however it would be possible to
			evelop this site without significant harm to
			indscape character through new
		la	indscaping.
			us priority measures and cycling and
			edestrian improvements between
			ambourne and Cambridge, planned to
			ecure wider benefits would also be
			equired to serve this site. The segregated
			us priority measure between the junction of
			ne A428/A1303 and the M11 may affect the greenbelt. If works were able to be carried
			ut on line this might alleviate some of the
Townscano	Will it maintain and		dverse effects.  REEN = No impact (generally compatible,
Townscape	enhance the		r capable of being made compatible with
	diversity and		
	distinctiveness of		ocal townscape character, or provide minor
	townscape	III	nprovements)
	character, including	NI.	eutral impact (generally compatible, or
	through		apable of being made compatible with local
	appropriate design		ownscape character). Assumptions for a
	and scale of		eutral impact include that appropriate
	development?		esign and mitigation measures would be
	dovolopinont:		chieved through the development process.
		B	us priority measures and cycling and
			edestrian improvements between
			ambourne and Cambridge, planned to
			ecure wider benefits would also be
			equired to serve this site. The segregated
			us priority measure between the junction of
			ne A428/A1303 and the M11 may affect the
			reenbelt. If works were able to be carried
			ut on line this might alleviate some of the
	1	00	ut on line this might alleviate some of the

		adverse effects.
Green Belt	What effect would	GREEN = No impact or Minor positive
Orcen Ben	the development of	impact on Green Belt purposes
	this site have on	impact on Orden Belt purposes
	Green Belt	Pue priority measures and evoling and
		Bus priority measures and cycling and
	purposes?	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	GREEN = Site does not contain or adjoin
3	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	13 no impact to the setting
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
		Archaeological potential will require further
	(including	• .
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	Bus priority measures and cycling and
	monuments)?	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
OLIMATE OLIM	NOF	alleviate the adverse effects.
CLIMATE CHAIR Renewables		AMPER - Standard requirements for
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	Development equilibries to select a different
		Development could create minor additional
		opportunities for renewable energy.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		Florid Zone Alexadore de Company
		Flood Zone 1 and no drainage issues that
		 cannot be appropriately addressed.
	TH AND WELL BEING	CDEEN Agains as religions as all
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for new public open space.

	T		[ <del> : - : </del>
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		On site provision assumed
Distance: Play	How far is the		GREEN = <400m
Facilities	nearest play space		
	for children and		On site provision assumed
	teenagers?		·
Gypsy &	Will it provide for		AMBER = No Impact
Traveller	the		'
	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400m
District or	from the nearest		0 = 2400111
Local Centre	District or Local		Assume provision of new local centre on
Local Certife			
	centre?		site.
			4.450m from the contract Contract
			1,450m from the centre of Cambourne
			(Broad Street), surrounded by a range of
			services and facilities.
Distance: City	How far is the site		R = >800m
Centre	from edge of		
	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		R = >800m
Service	nearest health		
	centre or GP		Assumed served by Existing Cambourne
	service?		surgery
Key Local	Will it improve		AMBER = No impact on facilities (or
Facilities	quality and range		satisfactory mitigation proposed).
	of key local		
	services and		New local facilities or improved existing
	facilities including		facilities are proposed of benefit.
	health, education		
	and leisure (shops,		
	post offices, pubs		
	etc?)		
Community	Will it encourage		GREEN = Development would not lead to
Facilities	and enable		the loss of any community facilities or
	engagement in		replacement / appropriate mitigation
	community		possible
	activities?	the state of the s	
	activities?		New local community facilities or improved
1	activities?		New local community facilities or improved
	activities?		existing facility is proposed of minor benefit
Integration			existing facility is proposed of minor benefit (and is viable and sustainable).
Integration	How well would the		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with
with Existing	How well would the development on		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to
_	How well would the development on the site integrate		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with
with Existing	How well would the development on the site integrate with existing		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to
with Existing	How well would the development on the site integrate		existing facility is proposed of minor benefit (and is viable and sustainable).  GREEN = Good scope for integration with existing communities / of sufficient scale to

Donation	Doop it addus	AMDED Not within an adjacent to the 4004
Deprivation (O-rather)	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
Chopping	shopping	vitality and viability of existing centres
	hierarchy,	Vitality and viability of existing contres
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
		serve the needs of new residents and will
	of Cambridge, town, district and	
	-	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
		existing Cambourne centre.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
		land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	94
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	roquirod, but concitainte cur be addressed.
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
	broadbarid:	network.
		Hetwork.
		There is no spare mains water conscitu
		There is no spare mains water capacity
		within the distribution zone.
		Custom vainforcement of the second street
		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.

		LIDDATE: O'C. In C
		UPDATE: Site is to be served by Papworth STW rather than Uttons Drove.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
2	capacity?	School capacity not sufficient, but significant
	Supusity.	issues can be adequately addressed.
		100000 barr be adequatery addressed.
		After allowing for curplus school places
		After allowing for surplus school places,
		development of this site would be likely to
		require an increase in primary and
		secondary school planned admission
		numbers, which may require an expansion
		of existing schools and/or the provision of
		new schools.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	p. c. (do (lott)
001001	3011001:	Site surrounds Cambourne Village College
		site
TRANSPORT		ાહ
	What type of avala	AMRED - Modium quality off road noth
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
	routes are	T0000:1 //
	accessible near to	TSCSC identifies an aim to create high
	the site?	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	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
		TSCSC refers to services of at least 15
		minute frequency. Potential for improved
		services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	0.12214 - 30010 10 10 110111 + GIRCHA DEIOW
Score (SCDC)	been developed to	Total score 13.
30016 (3000)	-	10(a) 50016 13.
	consider access to	LIDDATE. Cooks and dated forces 40 to 40 to
	and quality of	UPDATE: Score updated from 13 to 16 to

	T	
	public transport, and cycling. Scores determined by the four criteria below.	reflect revised score for Distance: bus stop / rail station.
Distance: bus		GG = Within 400m (6)
stop / rail station		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.
		(currently 880m to nearest bus stop from centre of site)
Frequency of		G = 20 minute frequency (4)
Public Transport		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		A = 31 to 40 minutes (3)
transport journey time to City Centre		35 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		A = 10km to 15 km (3)
cycling to City Centre		11.23km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market.  R = >800m
Railway Station	from an existing or proposed train station?	
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access. Negative effects capable of appropriate mitigation.
	available capacity?	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
Na a Car	MCH Constant	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

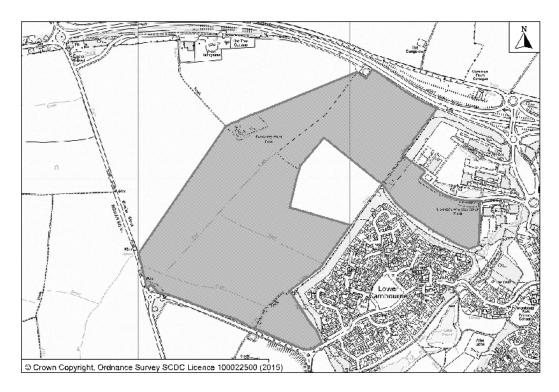
Site Information	
Development Sequence	Rural Centre

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.

## Мар:



**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.

**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 and most versatile agricultural land?	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).  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
0.0040	le the cite with in a	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	AMBER = Adverse impacts capable of adequate mitigation  Development compatible with neighbouring

Г		
Contamination	is developed, as a receptor or generator (including compatibility with neighbouring uses)?  Is there possible contamination on	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.  GREEN = Site not within or adjacent to an area with a history of contamination
Water	the site? 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	GREEN = Site does not contain or adjoin any protected trees

	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		GREEN = Development could deliver
Infrastructure	access to wildlife		significant new green infrastructure
	and green spaces,		
	through delivery of		Development would create minor
	and access to		opportunities for new Green Infrastructure.
	green		New landscaping associated with
	infrastructure?		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 C	III TURAL HI	
Landscape	Will it maintain and	OLI OKAL III	GREEN = No impact (generally compatible,
Lanascape	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		· · · · · · · · · · · · · · · · · · ·
			improvements)
	landscape character?		Assumptions for a poutral impact include
	character?		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		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local townscape character, or provide minor
	distinctiveness of		improvements)
	townscape		
	character, including		Neutral impact (generally compatible, or
	through		capable of being made compatible with local
	appropriate design		townscape character). Assumptions for a
	Tappropriate design		Lownscape characters. Assumptions for a

		and the Discount Charles de Charles and a constant of
	and scale of development?	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.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have 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	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	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
CLIMATE CHA	monuments)?	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.
Renewables		AMBER = Standard requirements for
IZELIEWADIES	Will it support the	•
	Luse of renewable	TENEWADIES WOULD ADDIV
	use of renewable energy resources?	renewables would apply

	1	LB 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		Development could create minor additional
Floral Dials	l:((fl	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 HEAL	TH AND WELL BEING	carrier se appropriatory addressed
Open Space	Will it increase the	GREEN = Assumes minimum on-site
- p	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Development would create opportunities for
		new public open space.
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	On site provision assumed
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	On alternatives
	for children and	On site provision assumed
Cuman e	teenagers?	AMDED. No Impost
Gypsy & Traveller	Will it provide for the	AMBER = No Impact
Travellel	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	1,450m from the centre of Cambourne
	centre?	(Broad Street), surrounded by a range of
		services and facilities.
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
Distance	City Centre?	D . 000
Distance: GP	How far is the	R = >800m
Service	nearest health centre or GP	Assumed served by Existing Combourns
	service?	Assumed served by Existing Cambourne surgery
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	Table 1, management proposed,
	services and	New local facilities or improved existing
	facilities including	facilities are proposed of benefit.
	health, education	
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	

		<b>.</b>
		New local community facilities or improved existing facility is proposed of minor benefit (and is viable and sustainable).
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	·
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and	not impact on other centres. Development
	local centres?	could support the vitality or viability of the
	100ai 00iiii00i	existing Cambourne centre.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
7 1000001011111	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
Lana	in the loss of	lo for employment development
	employment land,	Policy SS/8 proposes to relocate the
	or deliver new	existing commitments remaining on the
	employment land?	business park to the northern part of the
	cripioyment land:	land west of Cambourne.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
Junues	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	mugauon
		Major utilities infrastructure improvements
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	Dayslanment of this site is likely to require
	infrastructure and	Development of this site is likely to require a
	broadband?	significant amount of new electricity
		network.
		There is no spare mains water consoit:
		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
Education	la thana auticiant		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:	How far is the		G = <400m
Primary School	nearest primary school?		Assumed provision on site
Distance:	How far is the		G = Within 1km (or site large enough to
Secondary	nearest secondary		provide new)
School	school?		Site surrounds Cambourne Village College site
TRANSPORT	1	•	
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
LIODT			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

	1	
		minute frequency. Potential for improved
	<u> </u>	services in longer term.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 16.
	consider access to	
	and quality of	UPDATE: Score changed from 13 to 16 to
	public transport,	reflect revised score for Distance: bus stop /
	and cycling. Scores	rail station.
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		·
station		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		G = 20 minute frequency (4)
Public		
Transport		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		A = 31 to 40 minutes (3)
transport		
journey time to		37 minutes from bus stop to the centre of
City Centre		Cambridge (Lower Cambourne, Woodfield
Oity Contro		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
		•
Distance for		on the option selected.
		A = 10km to 15 km (3)
cycling to City		11 22km ACE from the centre of the cite to
Centre		11.32km ACF from the centre of the site to
Distance:	How far is the site	Cambridge Market.
		R = >800m
Railway	from an existing or	
Station	proposed train	
Δ	station?	AAADED Leaviffelant 25 /
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	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	Will it make the	AMBER = No impacts
Facilities	transport network safer for public transport, walking or cycling 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. 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

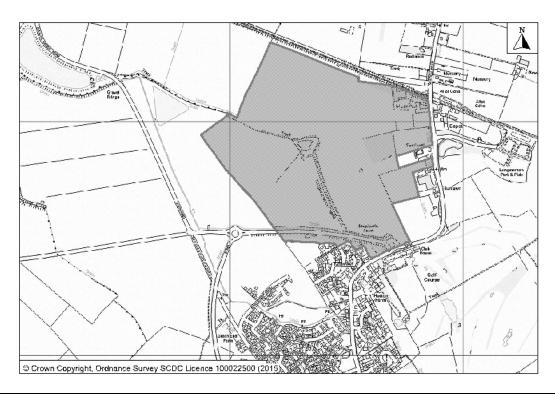
Site Information	
Development Sequence	New Settlement
0:4	

Site reference number(s): SC 242

**Consultation Reference numbers:** 1 (I&O 20112)

**Site name/address:** Land north west of B1050, Station Road, Longstanton (Northstowe Reserve)

## Мар:



**Site description:** The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. Its northern boundary abuts the route of the Cambridgeshire Guided Busway. It is primarily agricultural land with the B1050 bypass running through it to the south and developed land including buildings to the north-eastern part of the site adjacent the B1050. The land abuts the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 (NAAP) as forming the strategic reserve land under policy NS/3/q.

Current use(s): Mainly farming and other business uses

**Proposed use(s):** To form an extension to the new town of Northstowe, residential development comprising approximately 900 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 56.08 ha.

Potential residential capacity: 897 dwellings (40 dph) on 22.43 ha.

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	This large site includes a small established business and yard to the north.

Agricultural Land	Would development lead to the loss of the	RED = Significant loss (20 ha or more) of grades 1 and 2 land
	best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - approximately 2/3 of the site is Grade 2 (whole site is over 56 ha.).
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.  Approximately half of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION	-	· ·
Air Quality	Would the development of the sites result in an	GREEN = Minimal, no impact, reduced impact
	adverse impact/worsening of air quality?	Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. Close to the Councils' Air Quality Management Area. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.
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 largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. Close proximity to the B1050 bypass to the south & east and the Guided Bus to the north with prevailing winds from the south west - traffic noise will need assessment. South east of the site is close to Hydro Eu Ltd, Station Road a medium to large sized industrial type unit / uses - noise from activities / plant and equipment and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Possible noise and malodour from nearby Southwell Farm, Station Road. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but

Contamination I 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 to proposed development (potential to achieve benefits subject to appropriate mitigation)  A small part of the site is in commercial / industrial use and it is adjacent to the Guided Busway (old railway line) and may have contaminated land. Site contains an area of filled land. Potential for minor benefits through remediation of minor contamination.  Water  Will it protect and where possible enhance the quality of the water environment?  BIODIVERSITY  Designated Sites  BIODIVERSITY  Designated Sites  Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity? (Including International and locally designated sites)  BIODIVERSITY  BIODIVERSITY  Designated  Will it conserve protected species and protect sites and species, or local area will be developed as greenspace. No or negligible impacts. No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.  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)?  TPO  Are there trees on  GREEN = Site does not contain or adjoin			dependent on location of site entrance.
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infrastructure)?  TPO Are there trees on GREEN = Site does not contain or adjoin		-	
TPO Are there trees on GREEN = Site does not contain or adjoin			
	TPO		GREEN = Site does not contain or adjoin
	5	site or immediately	any protected trees

	1		
	adjacent protected		
	by a Tree		
	Preservation Order		
_	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			public open space and possible link to
			bridleway along the Guided Busway.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL H	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (Development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
			The development is at odds with the local
			landscape character and would have an
			adverse effect on the local landscape by
			adding a substantial urban extension into an
			open and rural landscape. To successfully
			set the proposed development into the
			existing landscape, and to preserve a
			landscape setting to Longstanton,
			substantial structural landscape will be
			required to the north, west and south of the
			development, giving genuine rural
			separation between the development and
			the village, and a soft, integrated edge
			treatment.
Townscape	Will it maintain and		AMBER = negative impact on townscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		Development would be large in relation to
	appropriate design		the existing village settlements and would
	and scale of		adversely affect the landscape setting of
	development?		Longstanton to the extent that it may be
			difficult to view Longstanton as separate
			from Northstowe.
			To accept the state
			To successfully set the proposed
			development into the existing landscape,
			and to preserve a landscape setting to
			Longstanton, substantial structural
			landscape will be required to the north, west
			and south of the development, giving
			genuine rural separation between the

		development and the village, and a soft, integrated edge treatment. Structural landscape will also be required within the development with some views to existing horizons and landscape features retained.
Green Belt	What effect would the development of this site have on Green Belt	GREEN = No impact or Minor positive impact on Green Belt purposes
	purposes?	
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks	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.
	and gardens and scheduled monuments)?	actoristic process.
CLIMATE CHA	NGE	
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply  Development would create minor additional
		opportunities for renewable energy. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed. A small part of the site to the west is within Flood Zones 2 and 3a but the Northstowe Development Framework Document (DFD) that has recently been submitted identifies this land as open space.
	TH 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 minor opportunities for new public open space as
		the promoter proposes provision of open space as part of the development.
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km

Facilities	sports facilities?	1.1km ACF from centre of the site to
1 domaio	oporto idominoo:	Longstanton Recreation Ground, closer to
		planned Northstowe sports hub.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	
	for children and	Play space would be required onsite as part
	teenagers?	of the wider Northstowe Reserve
		development.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Majority of aita would be within 200m of any
		Majority of site would be within 800m of any new local centre developed as part of site.
Distance: City	How far is the site	R =>800m
Centre	from edge of	N =>000III
Centre	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R =>800m
Service	nearest health	
	centre or GP	1,422m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
		Northstowe in the Longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	proposes a mixed use development of 900
	and leisure (shops,	dwellings with employment, retail,
	post offices, pubs	community uses, commercial uses and
0	etc?)	public open space.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community activities?	New facilities or improved existing facilities
	สบแขนเฮอ !	are proposed of minor benefit. The promoter
		proposes a mixed use development of 900
		dwellings with employment, retail,
		community uses, commercial uses and
		public open space.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	

	communities?	
ECONOMY	1 3011111011111001	<u> </u>
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  Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed 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  Northstowe now town includes significant
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	employment development.  G = No loss of employment land / allocation is for employment development  Development would support minor additional employment opportunities.
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.  Significant reinforcement and new network is required for electricity provision.  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.  Gas will require a Pressure Reduction Station to be built to allow a local low

		pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and mitigation.
Education Capacity	Is there sufficient education	GREEN= Non-residential development / surplus school places
	capacity?	As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. As the reserve land would be one of the last phases of Northstowe to be developed the capacity of these schools, and their ability to extend would need to be assessed nearer to the time. As the DFD is considering this site the location of schools, and their site size will be taken into account.
Distance	Llavy famila tha	
Distance: Primary School	How far is the nearest primary school?	A = 400 - 800m  1,122m ACF from centre of site to Hatton Park School, Longstanton, but closer to a planned Northstowe primary school.
Distance:	How far is the	A = 1- 3km
Secondary	nearest secondary	7
School	school?	3.3km ACF from centre of site to Swavesey Village College, but significantly closer to planned Northstowe Secondary school.
TRANSPORT		planned Northstowe decondary school.
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
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
	or site).	Guided busway meets most aspects of HQPT definition, but hourly service in evenings.
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 14.
	consider access to	LIDDATE: Scare changed from 15 to 14 to
	and quality of public transport,	UPDATE: Score changed from 15 to 14 to correct total score.
	and cycling. Scores	501150t total 50016.
	determined by the	
	four criteria below.	
Distance: bus		A = Within 800m (3)

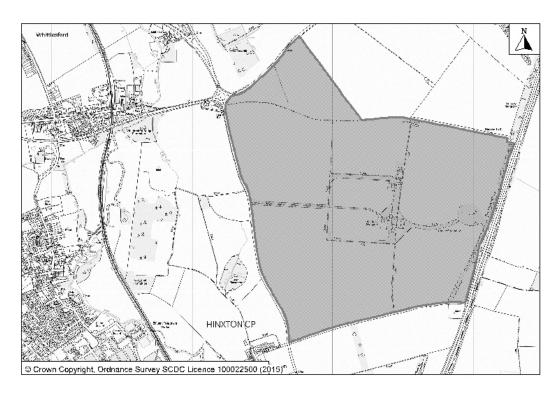
stop / rail		
station		708m ACF from the centre of the site to the
Station		nearest bus stop (Citi 5 - Longstanton).
		Thousand Sub Grap (Only of Eorigination).
		883m ACF from the centre of the site to the
		nearest guided busway stop (Longstanton).
Frequency of		G = 20 minute frequency (4)
Public		
Transport		
Public		G = 21 to 30 minutes (4)
transport		0 = 21 to 00 minutos (4)
journey time to		Citi 5 - 33 Minutes to Cambridge; 50
City Centre		Minutes to St. Ives.
Ony Contro		Williago to St. 1755.
		Guided Busway - 23 Minutes to Cambridge;
		10 Minutes to St. Ives.
Distance for		A = 10km to 15 km (3)
cycling to City		
Centre		8.59km ACF from the centre of the site to
Contro		St. Ives Market.
		ou ivoo markou
		10.90km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	11,041m ACF from centre of the site to
	station?	Waterbeach Station.
Access		
AUCESS	i vviii il provide safe	ドヒレ = Insufficient capacity/ access.
VCCG22	Will it provide safe access to the	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate
ACCESS	access to the	Negative effects incapable of appropriate
A00622	· -	• •
Access	access to the highway network,	Negative effects incapable of appropriate
Access	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints
Access	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.
ACCESS	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site
ACCESS	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more
ACCESS	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for
ACCESS	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this
Access	access to the highway network, where there is	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major
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	access to the highway network, where there is available capacity?	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.  UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.
Non-Car	access to the highway network, where there is available capacity?  Will it make the	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.  UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.  GREEN = Significant improvements to
	access to the highway network, where there is available capacity?	Negative effects incapable of appropriate mitigation.  Insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.  UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.

transport walking	Would result in significant improvement to
transport, walking	
or cycling facilities?	public transport, walking or cycling 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. This is a large site, so provision
	or contribution from this site would result in
	significant improvement to public transport,
	walking or cycling facilities.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC 248	
Consultation Reference numbers: N/A	

Site name/address: Hanley Grange, east of A1301 and west of A11

Map:



**Site description:** The site comprises a very large area of land south of Pampisford, contained between the A1301 and A11 roads. The site is situated to the west of Duxford and immediately to the north west of Hinxton.

The land is largely in agricultural use although Hinxton Grange with it's associated buildings, are situated in the middle of the site. An avenue of trees leads from the A1301 to Hinxton Grange and ornamental tree planting is also associated with the Grange's designed park-like landscape setting. The disused railway line that follows the line of the A11 at the upper part of the site is now occupied by a narrow plantation woodland. However, the remainder of the site is very open, particularly to long distance views to the north-west; with the site visible from as far away as Magog Down.

**Current use(s):** The site is predominantly in agricultural use, with some buildings in the centre of the site associated with Hinxton Grange.

**Proposed use(s):** Hanley Grange new settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space.

Site size (ha): South Cambridgeshire: 264.56 ha.

Potential residential capacity: 5,000 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	Only a very small part of the site, at Hinxton

	developed land?	Grange in the centre of this very large site, is previously developed land.
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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 264 ha.)
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
	impact/worsening of air quality?	Development could impact on air quality, with minor negative impacts incapable of mitigation - the proposal is of a significant size and close to busy road infrastructures. There is a potential for significant increases in traffic emissions and static emissions that could affect local air quality. Air quality would not give reason for objection although extensive and detailed air quality assessments will be required to assess the impact of such a development at preapplication stage.
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)?	RED = Significant adverse impacts incapable of appropriate mitigation  Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. Development should be compatible with neighbouring uses - the west of the site is bounded by and runs parallel to the A1301 and a mainline railway to east. However residential use is likely to be acceptable with careful noise mitigation SCDC has had pre-application discussions with the Genome Campus regarding proposals for 2 medium to large wind turbines on land immediately to the south. These uses may be incompatible and in conflict and it is uncertain whether mitigation

	T	
		measures on the proposed development
		site alone can provide an acceptable
		ambient noise environment.
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
	the site?	
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Development has the potential to affect
	environment?	water quality as the site is within
		Groundwater Source Protection Zones 1, 2
		and 3. In the absence of detailed
		information, the assumptions for a minor
		negative / neutral impact are that the site is
		large enough to avoid incompatible
		development in Zone 1 and/or appropriate
		standards and pollution control measures
		will achieved through the development
		process, e.g. as part of Sustainable
		Drainage Systems (Suds).
BIODIVERSITY	1	1 2
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
Citoo	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature conservation	appropriate mitigation
	interest, and	appropriate magazion
	geodiversity?	Minor negative impact on protected sites
	(Including	and species incapable of mitigation. Bush
	International and	Park, River Cam and Shelford-Haverhill
	locally designated	Disused Railway - Pampisford / Great
	sites)	Abington County Wildlife Sites lie
	,	approximately 750m to 2km from the site.
		Groundwater and spring flows to nearby
		wetland SSSI (Sawston Hall Meadows,
		Dernford Fen, Thriplow Peat Holes,
		Thriplow Meadows, Fowlmere Watercress
		Beds). Development will place additional
		pressure on an overstretched system.
		Surface run-off and pollution into the River
		Cam would reduce water quality, and
		provide pathways for eutrophication of
		aquatic and riparian habitats as well as
		SSSI. The river and surrounding land
		supports a wide range of protected species
		and it is likely that the standard suite of
		Cambridgeshire protected species will be
		present. The chalk substrate in the area is
		quite a hotspot for scarce arable plants, and
		a prime location for enhancement to
		encourage stone curlew back into
		Cambridgeshire. Several natural
		environment constraints which would

		1	
			require further survey and investigation.
			However, with an appropriate scale of
			development and careful design it should be
			possible to mitigate these impacts.
Biodiversity	Would development		AMBER = Development would have a
	reduce habitat		negative impact on existing features or
	fragmentation,		network links but capable of appropriate
	enhance		mitigation
	native species, and		
	help deliver habitat		Minor Negative Impact (Existing features
	restoration (helping		unlikely to be retained in their entirety,
	to achieve		impacts cannot be fully mitigated) -
	Biodiversity Action		Development could result in fragmentation
	Plan targets, and		of a large area of grassland in the centre of
	maintain connectivity		site but the site is lacking in hedgerows and
	between green		trees, which are located in one part of the
	infrastructure)?		site, therefore there is potential for
			mitigation and habitat enhancement across
			the whole site.
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		any protostou mose
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to green		Development would create minor
	infrastructure?		opportunities for new Green Infrastructure.
			However, given the location of the site,
			constrained by major roads on most sides,
			and the distance of this site from nearby
			villages, this may only serve new residents.
LANDSCAPE.	TOWNSCAPE AND CU	LTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		magadon mododioo poodibio.
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
	onaraolor:		significant negative impacts incapable of
			mitigation) - The form, scale and character
			of the proposal is likely to be at odds with
			the local landscape, overwhelming the
			small-scale river valley landscape. Through
			careful planning, phasing and design
			mitigation measures can be incorporated
			into the site's design to reduce the visual
			impact of the development. However,
			mitigation of a large-scale development
			would be very difficult. The additional
	1		infrastructure required to connect the

			proposed development would add further	
			damage.	
Townscape	Will it maintain and		RED = Significant negative impact on	
	enhance the		townscape character, no satisfactory	
	diversity and		mitigation measures possible.	
	distinctiveness of			
	townscape		Significant Negative Impact (Development	
	character, including		conflicts with townscape character, with	
	through		significant negative impacts incapable of	
	appropriate design		mitigation) - The form, scale and character	
	and scale of		of the proposal is likely to be at odds with	
	development?		the local landscape and settlement pattern,	
			overwhelming the local village character and small-scale river valley landscape.	
			Through careful planning, phasing and	
			design mitigation measures can be	
			incorporated into the site's design to reduce	
			the visual impact of the development.	
			However, mitigation of a large-scale	
			development would be very difficult. The	
			additional infrastructure required to connect	
			the proposed development would add	
			further damage.	
Green Belt	What effect would		GREEN = No impact or Minor positive	
	the development of		impact on Green Belt purposes	
	this site have on			
	Green Belt			
11. %	purposes?		AMBED ON A STATE OF	
Heritage	Will it protect or		AMBER = Site contains, is adjacent to, or	
	enhance sites, features or areas of		within the setting of such sites, buildings and features, with potential for negative	
	historical,		impacts capable of appropriate mitigation	
	archaeological, or			
	cultural interest		Minor Negative Impact on historic Assets	
	(including		(incapable of satisfactory mitigation) – site	
	conservation		forms an important part of the setting of	
	areas, listed		three Conservation Areas, one Grade II*	
	buildings,		and a number of Grade II Listed Buildings,	
	registered parks		two Scheduled Monuments and contains	
	and gardens and		significant archaeology potential. Several	
	scheduled		historic environment constraints and	
	monuments)?		significant sites and settings potentially	
			compromised. The need to preserve the	
			setting of numerous historic features and	
			areas imposes constraints on the	
			development. However, with an appropriate	
			scale of development and careful design it should be possible to mitigate these	
			impacts. Significant archaeological interest	
			in pacts. Significant archaeological interest is likely and will need early assessment.	
CLIMATE CHANGE				
	NGE			
Renewables			DARK GREEN = Development would create	
	Will it support the use of renewable		DARK GREEN = Development would create significant additional opportunities for	

Flood Risk	Is site at flood risk?	Development of a new settlement of 5,000 would create major / minor additional opportunities for renewable energy, depending upon viability.  GREEN = Flood Zone 1 / low risk
	LI AND WELL DEING	
	TH AND WELL BEING	LODEEN
Open Space	Will it increase the quantity and quality of publically accessible open	GREEN = Assumes minimum on-site provision to adopted plan standards is provided onsite
	space?	Development would create minor opportunities for new public open space as the promoter proposes provision of open space as part of the development.
Distance: Outdoor Sport	How far is the nearest outdoor	GREEN = <1km
Facilities	sports facilities?	Assumed provision on site.
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space for children and teenagers?	Assumed provision on site.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	
Distance:	How far is the site	G = 400m
District or Local Centre	from the nearest District or Local centre?	Centre point of site beyond 1,000m of nearest existing centre.
		Assume new centres developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of defined Cambridge City Centre?	
Distance: GP Service	How far is the nearest health centre or GP	G = <400m Assume provision on-site
	service?	
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	services and facilities including health, education and leisure (shops, post offices, pubs etc?)	New facilities or improved existing facilities are proposed of minor benefit. New settlement comprising 5,000 dwellings, employment, retail, community uses, commercial uses and public open space. The assumption is that due to the location of

		the site, it is of limited benefit many existing
		residents in nearby villages.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	'
		New facilities or improved existing facilities
		are proposed of minor benefit. New
		settlement comprising 5,000 dwellings,
		employment, retail, community uses,
		commercial uses and public open space.
		The assumption is that due to the location of
		the site, it is of limited benefit many existing
Into avotion	Llow well would the	residents in nearby villages.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	
ECONOMY	T	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
0	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that any retail proposed will
	town, district and	only be of a suitable scale to serve needs of
	local centres?	new residents and will not impact on other
	local contros:	centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
Accessionity	employment	employment or is for another non-residential
	centre?	. ,
Employment	Would	DAPK CREEN - Dovolopment would
Employment - Land		DARK GREEN= Development would
Lanu	development result	significantly enhance employment
	in the loss of	opportunities
	employment land,	Davidana antique del como antique 199
	or deliver new	Development would support additional
1.141144	employment land?	employment opportunities.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate

	T	
	in key community	mitigation
	services and infrastructure,	Major utilities Infrastructure improvements
	including communications	required, but constraints can be addressed.
	infrastructure and broadband?	Electricity is not supportable from existing network.
		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.
		Gas would require significant Medium Pressure reinforcement.
		Significant infrastructure upgrades will be required to the WWTW and sewerage network.
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 through on-site provision.
Dietanasi	How far is the	G = <400m
Distance: Primary School	nearest primary school?	Assume provision on site.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	Provide non/
TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path. Existing routes form Granta Park to Cambridge.
	the one.	Would require a significant level of transport infrastructure to encourage more sustainable transport links. A route for such a link is unknown at this stage.
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
		If the improvements below were achieved.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to	Total score of 17
,	consider access to	
	and quality of public transport,	UPDATE: Score changed from 14 to 17 - revised for consistency with other major

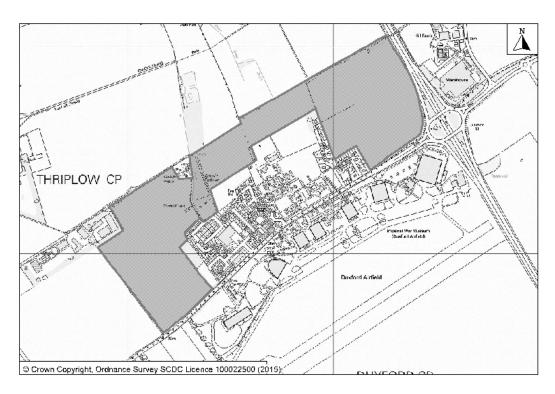
	and cycling. Scores	sites with new public transport provision)
	determined by the	
	four criteria below.	
Distance: bus stop / rail		GG = Within 400m (6)
station		UPDATE: New settlement would require
		dedicated public transport provision through
		the site.
		Currently 1,240m ACF from the centre of
		the site to the nearest bus stop (Citi 7).
Frequency of		G = 20 minute frequency (4)
Public		S = 20 minute frequency (1)
Transport		New settlement would have at least a 20
Transport		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
Public		•
transport		G = 21 to 30 minutes (4)
journey time to		20 Minutes from Hipyton Pus stop to
•		29 Minutes from Hinxton Bus stop to
City Centre		Cambridge.
		Promotor indicated notantial to extended
		Promoter indicated potential to extended
		guided bus network, which could reduce
Distance (en		journey time, but impact unknown.
Distance for		A = 10km to 15 km (3)
cycling to City		O OOLyna AOE frank tha acceting of the aits to
Centre		8.86km ACF from the centre of the site to
		Saffron Walden Market.
		10 00km ACE from the control of the cite to
		12.98km ACF from the centre of the site to
D: (	11 6 2 41 26	Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	4.000 4.144 4.104 4.
Station	proposed train	1,926m to Whittlesford Station.
	station?	
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	
	available capacity?	No capacity constraints identified that
		cannot be addressed, would result in minor
		improvement in highway capacity or
		improve highway access. The development
		will only be acceptable to the Highways
		Agency if development is as self contained
		as possible to minimise impact on the SRN
		<ul> <li>a less sustainable proposal could result in</li> </ul>
		substantial impacts on these routes. The
		local highway authority would expect
		provision of at least two accesses, possibly
		three, which should be possible, alongside
		upgrade to the A1301 / A505 roundabout.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network	public transport, cycling, walking facilities
	·	

safer for public	
transport, walking or cycling facilities?	Would result in significant improvement to public transport, walking or cycling facilities. The development will only be acceptable to the Highways Agency if development is as self contained as possible to minimise impact on the SRN. The Highway Authority will require new development to provide or contribute to the provision of a significant level of new 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.

Site Information	
Development Sequence	New Settlement
Site reference number(s): SC251	
Consultation Potoronco numbers: N/A	

Site name/address: Land at Heathfield (north of Duxford Airfield)

Map:



**Site description:** The site wraps around the settlement of Heathfield and part of the Imperial War Museum (IWM) complex to the north of the A505 and west of the M11. To the north and west of the site and east beyond the M11 is open countryside. The IWM north of the A505 is not accessible to the public and consists of the former Officers Mess and associated buildings. The mess is now redundant and other buildings are being used for a mixture of uses including offices and storage of museum archives.

The site comprises of a number of arable fields.

Current use(s): Agricultural land

**Proposed use(s):** A new community of 450-550 dwellings with employment, retail, community uses, commercial uses and public open space

Site size (ha): South Cambridgeshire: 60.11 ha.

Potential residential capacity: 962 dwellings (40dph)

LAND		
PDL	Would development make use of previously developed land?	RED = Not on PDL
Agricultural Land	Would development lead	RED = Significant loss (20 ha or more) of grades 1 and 2 land

	to the least of the	
Minorala	to the loss of the best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - Whole site is Grade 2.
Minerals	Will it avoid the sterilisation of economic mineral	GREEN = Site is not within an allocated or safeguarded area.
	reserves?	Site within an area designated in the Minerals and Waste LDF but development would not have a negative impact
POLLUTION		would not have a negative impact
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 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
AQMA	Is the site within or near to an AQMA, the M11 or the	assessment and a low emission strategy.  RED = Within or adjacent to an AQMA, M11 or A14
Pollution	A14?  Are there potential Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring uses)?	9m ACF from edge of site to M11.  RED = Significant adverse impacts incapable of appropriate mitigation  Development compatible with some neighbouring uses. Concerns at noise from M11 which forms the eastern boundary of the site and from A505. Residential only acceptable if high level of mitigation. Also odour from sewage treatment works and safeguarding area within Minerals and Waste LDF would impact on what parts of site could be developed. Environmental Health concerned about allocating site noise and odour constraints must be further investigated. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements could be mitigated.
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)

		Site is adjacent to military land and also sewage works. Would need investigation. Potential for minor benefits through remediation of minor contamination.
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	Development unlikely to affect water quality. The site is partly within Groundwater Source Protection Zone 1 but majority in Zone 2 which does not rule out development but may influence land use or require pollution control measures. 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 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 targets, and maintain connectivity between green	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. Greatest impact likely to result through indirect actions such as human disturbance of woodland and loss of feeding areas for bats through habitat change as grassland is lost or light pollution affects previously dark
TPO	infrastructure)? Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	areas.  GREEN = Site does not contain or adjoin any protected trees
Green Infrastructure	Will it improve access to wildlife and green spaces,	AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation

	through delivery of		Neutral impact (existing features retained,
	and access to		or appropriate mitigation possible).
	green		
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
· ·	OWNSCAPE AND CL	JLTURAL HI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		Newton Paragraphy and the second Chiles and
	character?		Neutral impact (generally compatible, or
			capable of being made compatible with local
			landscape character). Assumptions for a
			neutral impact include that appropriate design and mitigation measures would be
Townscape	Will it maintain and		achieved through the development process.  RED = Significant negative impact on
i ownscape	enhance the		townscape character, incapable of
	diversity and		mitigation.
	distinctiveness of		minganon.
	townscape		The scale of the development would greatly
	character, including		impact on small village of Heathfield, and
	through		the townscape of Duxford airfield (from
	appropriate design		SHLAA).
	and scale of		<i>y</i> .
	development?		
Green Belt	What effect would		AMBER = negative impact on Green Belt
	the development of		purposes
	this site have on		
	Green Belt		
	purposes?		
Heritage	Will it protect or		RED = Site contains, is adjacent to, or
	enhance sites,		within the setting of such sites, buildings
	features or areas of		and features, with potential for significant
	historical,		negative impacts incapable of appropriate
	archaeological, or		mitigation
	cultural interest		Olas Was at Name to 1
	(including		Significant Negative Impact on historic
	conservation		Assets (incapable of satisfactory mitigation)
	areas, listed		- Development of the site would significantly
	buildings,		impact on the setting of Duxford Airfield Conservation Area with its collection of
	registered parks and gardens and		listed buildings. Archaeological potential will
	and gardens and scheduled		require further information but it is likely
	monuments)?		appropriate mitigation can be achieved
	monumenta)!		through the development process.
CLIMATE CHAN	NGE		Tanough the development process.
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
	energy resources?		energy.
1			

		Development would create minor additional opportunities for renewable energy. A new settlement of this scale would be expected to include many 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 HEALT	TH AND WELL BEING	carrier se appropriatory addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Span Spans	quantity and quality of publically accessible open	provision to adopted plan standards is provided onsite
	space?	Development would create minor opportunities for new public open space
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	On aita nyayiaian aagumad
Facilities	sports facilities?  How far is the	On site provision assumed  GREEN = <400m
Distance: Play Facilities	nearest play space	GREEN = <400111
i aciiities	for children and teenagers?	On site provision assumed
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople?  How far is the site	A =400 - 800m
District or	from the nearest	A =400 - 800111
Local Centre	District or Local centre?	Centre point of site beyond 1,000m of nearest existing centre.
		Majority of site would be within 800m of any new local centre developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	0.700 1.05 (
	centre or GP service?	3,762m ACF from centre of site to Sawston Medical Centre.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local services and	Now facilities or improved existing facilities
	facilities including	New facilities or improved existing facilities are proposed of minor benefit. Promoter has
	health, education	indicated that the settlement will be a mixed
	and leisure (shops,	use sustainable community.
	post offices, pubs	ass sastamasis community.
	etc?)	

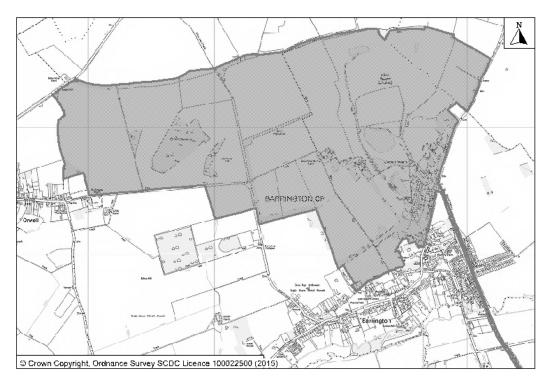
Community Facilities	Will it encourage and enable engagement in community activities?	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation possible  New local community / village hall or improved existing facility is proposed of minor benefit (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?	AMBER = Adequate scope for integration with existing communities
<b>ECONOMY</b> Deprivation	Doos it address	AMRED - Not within or adjacent to the 400/
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  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 -	How far is the	RED = >3km
Accessibility	nearest main employment centre?	5.9km ACF from centre of site to South Cambridgeshire 017D (Babraham Research Campus & Wellcome Trust Genome Campus)
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  Development would support minor additional 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.
Utilities	Will it improve the level of investment	AMBER = Significant upgrades likely to be required, constraints capable of appropriate

	in kov opraviniti	mitigation
	in key community services and	mitigation
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	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	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	, ,
		School capacity not sufficient, but
		significant issues be adequately addressed
Distance:	How far is the	R = >800m
Primary	nearest primary	
School	school?	1,517m ACF from centre of site to Thriplow
		Primary School.
Distance:	How far is the	R = Greater than 3km
Secondary School	nearest secondary school?	4.3km ACF from centre of site to Sawston
301001	SCHOOLS	Village College.
TRANSPORT		village cellege.
Cycle Routes	What type of cycle	DARK RED = no cycling provision and
	routes are	traffic speeds >30mph with high vehicular
	accessible near to	traffic volume.
LIODT	the site?	DED. Oracina dana antiquation
HQPT	Is there High	RED = Service does not meet the
	Quality Public Transport (at edge	requirements of a high quality public transport (HQPT)
	of site)?	transport (rigi 1)
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria below
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 10
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores determined by the	
	four criteria below.	
	Todi ontona bolow.	
Distance: bus		A = Within 800m (3)
stop / rail		` ,
station		New settlement would require new bus
		stops which would mostly fall within 800m of
		the site.
		857m ACF from the centre of the site to the
		nearest bus stop.
Frequency of		G = 20 minute frequency (4)
. Augustion of		2 23 1111111111111111111111111111111111

Public		
Transport		New settlement would have at least a 20
		minute bus service to Cambridge,
		equivalent to Cambourne Citi 4.
		<b>'</b>
		Hourly Service
Public		RR= Greater than 50 minutes (0)
transport		
journey time to		55 Minutes from Cambridge
City Centre		
Distance for		A = 10km to 15 km (3)
cycling to City		44.40
Centre		11.48km ACF from the centre of the site to
		Royston Market.
		11.96km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	11 - 7000111
-		2.964m ACF from centre of site to
	station?	Whittlesford Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	
		l
	available capacity?	·
		·
Nan Oa	\A/''   '(	
		AMBER = No impacts
raciilles		The Highway Authority will require now
		l
	or cycling facilities?	
		· ·
		·
1		facilities.
Station	proposed train station?  Will it provide safe access to the	GREEN = No capacity / access constraints identified that cannot be fully mitigated  No capacity constraints identified, safe access can be achieved. The promoter has stated that the development would result in increased bus service.  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

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC261			
Consultation Reference numbers: N/A			
Site name/address: Land at Barrington Quarry			

## Мар:



**Site description:** The site is north of Barrington. The eastern part of the site is a former quarry site, which has been extensively worked until 2008. It is currently going through a programme of restoration. The remainder of the site is farmland apart from a thin strip of land that follows the rail way line from the quarry which links to the main line railway to the south.

Current use(s): Quarry and Cement Works - Ceased 2008 / remainder of site is farmland

**Proposed use(s):** Residential-led mixed use development of up to 3,250 dwellings with supporting infrastructure and community facilities.

Site size (ha): South Cambridgeshire: 404.99 ha.

Potential residential capacity: 3,250 dwellings as proposed by the promoter (40 dph)

LAND	LAND			
PDL	Would		AMBER = Partially on PDL	
	development make		·	
	use of previously		Approximately a third of the site is a former	
	developed		quarry and cement works - this is previously	
	land?		developed land / the rest is farmland	
Agricultural	Would		RED = Significant loss (20 ha or more) of	
Land	development lead		grades 1 and 2 land	
	to the loss of the			
	best and most		Significant loss (20 hectares or more) of	
	versatile		best and most versatile agricultural land	

	T-		
	agricultural land?	site is C through chalk is	s 1 and 2) - Majority of very large Grade 2 but a belt of Grade 3 runs the middle of the site where the underlying.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	within a	R = Site or a significant part of it falls in allocated or safeguarded area, oment would have minor negative
		Mineral would h identifie for chal Around waste o site is a	s within a designated area in the s and Waste LDF, development have minor negative impacts on ed Minerals Reserves. Site allocation is a disconstant of the existing quarry area. existing quarry and allocation is a consultation area. A quarter of the a safeguarding area for chalk in the is and Waste LDF.
POLLUTION			
Air Quality	Would the development of the sites result in an adverse	pollution	R = Site lies near source of air n, or development could impact on lity adverse impacts.
	impact/worsening of air quality?	with mit mitigation adjacer Area, it there is and state air qual this local	pment could impact on air quality, nor negative impacts incapable of on. Despite this proposal not being at to an Air Quality Management is of a significant size and therefore, a potential for an increase in traffic tic emissions that could affect local lity. More information is required for ation, particularly details for air assessment and a low emission y.
AQMA	Is the site within or near to an AQMA, the M11 or the A14?		N = >1,000m of an AQMA, M11, or
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)?	Develop neighbor adjoining entertain very lar residen concern nearby residen Some not traffic not residen residen residen residen residen	R = Adverse impacts capable of the mitigation  pment compatible with some puring uses. Concerns at noise from the property of

	T	
Contamination	Is there possible contamination on the site?  Will it protect and where possible enhance the quality of the water	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)  Eastern part of site is a former quarry and also has a number of areas of filled land. The whole site would therefore require investigation. This could be dealt with by condition. Potential for minor benefits through remediation of minor contamination.  GREEN = No impact / Capable of full mitigation  Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY		AMPED Contains and a sit
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
	and protect sites	conservation or recognised as containing protected species and impacts capable of
	designated for nature	appropriate mitigation
	conservation	appropriate miligation
	interest, and geodiversity? (Including International and locally designated sites)	Minor negative impact on protected sites and species incapable of mitigation. A quarter of the site is an SSSI for geological importance. Could be significant but given overal size of site could design to mitigate damage to SSSI. Promoters indicate that they would work with Natural England and University of Cambridge and Natural History Museum to protect future of SSSI.
Biodiversity	Would	AMBER = Development would have a
	development reduce habitat fragmentation, enhance	negative impact on existing features or network links but capable of appropriate mitigation
TPO	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	Minor Negative Impact (Existing features unlikely to be retained in their entirety, impacts cannot be fully mitigated) Some mitigation will be achieved through the development process. Greatest impact likely to be upon woodland habitats through disturbance and general change of use from unmanaged to amenity. Many groups of trees and mature hedgerows would need to be retained within design. Extensive loss of arable farmland.
TPO	Are there trees on site or immediately	GREEN = Site does not contain or adjoin any protected trees

	T	1	
Green	adjacent protected by a Tree Preservation Order (TPO)?		No TPO's present on the proposed area however there are significant hedges and blocks of woodland that need to be retained using current best practice and guidance unless detailed tree surveys prove otherwise.
Infrastructure	Will it improve access to wildlife and green spaces, through delivery of		AMBER = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation
	and access to green infrastructure?		Development would create minor opportunities for new Green Infrastructure. Promoters have mentioned that a new country park would be included in the development of the site.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and enhance the diversity and distinctiveness of		RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.
	landscape character?		Significant Negative Impact (Development conflicts with landscape character, with significant negative impacts incapable of mitigation) - the site is prominently located on edge of Barrington. Development of this site would be very intrusive. Huge views are available to the north, east and south of the site. It is a dramatic landscape, and deeply rural in character.
Townscape	Will it maintain and enhance the		AMBER = negative impact on townscape character, incapable of mitigation.
	diversity and distinctiveness of townscape character, including through appropriate design and scale of development?		Minor Negative Impact (development conflicts with townscape character, minor negative impacts incapable of mitigation). All local villages would be totally dominated by the scale of the development. Barrington and Orwell could become physically linked.
Green Belt	What effect would the development of this site have on		GREEN = No impact or Minor positive impact on Green Belt purposes
	Green Belt purposes?		The site is not within the Green Belt, but the GB extends along its northern and eastern boundary.
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest		RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation
	(including conservation		Significant Negative Impact on historic Assets (incapable of satisfactory mitigation)

	areas, listed		- Setting of four conservation areas would
	buildings,		be affected by development of this site.
	registered parks		Southern boundary of site adjoins
	and gardens and		Barrington Conservation Area.
	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.
CLIMATE CHA		ı	LODEEN D. J.
Renewables	Will it support the		GREEN = Development would create
	use of renewable		additional opportunities for renewable
	energy resources?		energy.
			Development would exect miner additional
			Development would create minor additional
			opportunities for renewable energy. A new settlement of this scale would be expected
			to include many additional renewable energy options
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk
1 1000 Trisk	is site at flood risk:		GREEN - 1 1000 Zone 17 10W 113K
			Flood Zone 1 and no drainage issues that
			cannot be appropriately addressed. Very
			small part of site is within flood zone 2.
HUMAN HEALT	TH AND WELL BEING		Citian part of one to within nood Zone Z.
Open Space	Will it increase the		DARK GREEN = Development would create
	quantity and quality		the opportunity to deliver significantly
	of publically		enhanced provision of new public open
	accessible open		spaces in excess of adopted plan
	space?		standards.
			Development would deliver significant new
			public open space. Promoter has indicated
			that a country park would be delivered with
			formal and informal recreation facilities to
			serve the southern and western part of the
			district.
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		On site provision assumed
Distance: Play	How far is the		GREEN = <400m or onsite provision
Facilities	nearest play space		On aita nyayiaian assumasi
	for children and		On site provision assumed
Cuma:: 0	teenagers?		AMDED. No less set
Gypsy & Traveller	Will it provide for		AMBER = No Impact
Travellel	the accommodation		
	needs of Gypsies and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		R = >800m
District or	from the nearest		1. – 2000III
	ו ייטווי נווט ווטמוסטנ		

	1	
Local Centre	District or Local	Centre point of site beyond 1,000m of
	centre?	nearest existing centre.
		Assumed new network of centres would be
		required to serve a new settlement.
Distance: City	How far is the site	R = 800 m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	On site provision assumed
	service?	·
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	Solione
	facilities including	New facilities or improved existing facilities
	health, education	are proposed of minor benefit. Promoter has
	and leisure (shops,	indicated that the settlement will be a
	post offices, pubs	sustainable new development and also that
	etc?)	it will be providing facilities for those that live
	Gio:)	in close proximity to the new community.
Community	Will it angurage	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		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 sustainable
		community providing for the day to day
		needs of the residents.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	1
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	-	
Channing	Cambridge?	CDEEN - No offset or would support the
Shopping	Will it protect the	GREEN = No effect or would support the

	Ι	
	shopping	vitality and viability of existing centres
	hierarchy, supporting the	Dayslanment would have no offeet on
	vitality and viability	Development would have no effect on vitality or viability of existing centres. The
	of Cambridge,	new settlement is proposed as being a self
	town, district and	sufficient sustainable community.
	local centres?	Sundent sustainable community.
Employment -	How far is the	RED = >3km
Accessibility	nearest main	NED = 20km
710000010111119	employment	8.3km ACF from centre of site to Cambridge
	centre?	007D (West Cambridge)
Employment -	Would	A = Some loss of employment land and job
Land	development result	opportunities mitigated by alternative
	in the loss of	allocation in the area (< 50%).
	employment land,	( · · · · · · · · · · · · · · · · · · ·
	or deliver new	Development would have a minor negative
	employment land?	effect on employment opportunities, as a
	' '	result of the loss of existing employment
		land. The existing quarry and cement works
		are no longer in commercial use however
		the Minerals and Waste LDF has retained
		an allocation for chalk within the site and
		therefore the quarry could at a future date
		become operational again. Development of
		the site would prevent this.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	There is in outfinion to an are realized whether
	infrastructure and	There is insufficient spare mains water
	broadband?	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 limited capacity.
		The electricity supply to be development
		could not be supported from existing
		network.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
		School capacity not sufficient, but significant
		issues be adequately addressed
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	On Site provision assumed
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary School	nearest secondary school?	provide new)

		On Site provision assumed
TRANSPORT	l	On one provision assumed
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
-,	routes are accessible near to the site?	Would require a significant level of transport infrastructure to encourage more sustainable transport links. Routes for such links are unknown at this stage.
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  If the improvements below were achieved
Sustainable	Scoring	AMBER = Score 10-14 from 4 criteria
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the four criteria below.	Total score of 14
Distance: bus		0 = Within 800m (3)
stop / rail station		New settlement would require new bus stops which would mostly fall within 800m of the site.
		1,277m ACF from the centre of the site to the nearest bus stop (75 service).
Frequency of		G = 20 minute frequency (4)
Public Transport		New settlement would have at least a 20 minute bus service to Cambridge, equivalent to Cambourne Citi 4.  Less than hourly service.
Public		G = 21 to 30 minutes (4)
transport journey time to City Centre		30 minutes from bus stop to the centre of Cambridge.
Distance for cycling to City		A = 10km to 15 km (3)
Centre		10.03km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	2,814m ACF from centre of the site to Shepreth Station.
Access	Will it provide safe access to the highway network,	GREEN = No capacity / access constraints identified that cannot be fully mitigated
	where there is available capacity?	No capacity constraints identified, safe access can be achieved however local

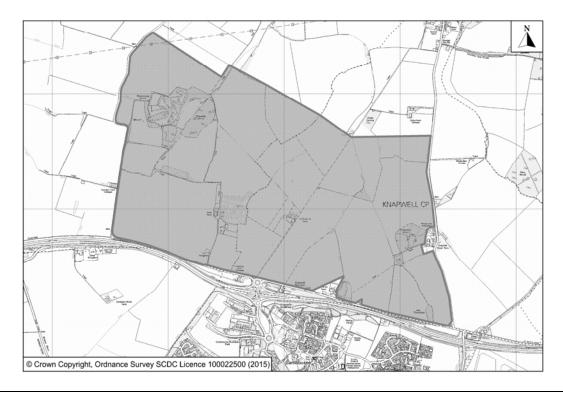
		traffic management measures would be
		required to mitigate the impact of
		development traffic upon local communities.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	·
	safer for public	The Highway Authority will require new
	transport, walking	development to provide or contribute to the
	or cycling facilities?	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. The promoter has stated that the
		transport strategy will include a fast,
		frequent and direct public transport
		connection to Cambridge. Currently limited
		bus service and highway Authority has
		stated that it would be difficult to incorporate
		into existing networks.

Site Information			
Development Sequence	New Settlement		
Site reference number(s): SC265 REVISED	DEVELOPER PROPOSAL		
Consultation Potaronae numbers: N/A			

Consultation Reference numbers: N/A

Site name/address: Land to the north of the A428, Cambourne

Map:



**Site description:** Larger site than SC265, includes land between Knapwell Road and Brockley Road, north of the old St.Neots Road.

The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

**Proposed use(s):** Promoters propose 3,500 homes that integrate with Cambourne using new footbath / cycleway links over the A428, employment, retail, leisure and community facilities accessible from Cambourne that complement existing facilities and services. A network of green routes with access to landscaped parkland.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 3,500 dwellings

LAND			
PDL	Would		RED = Not on PDL
PDL	development make use of previously developed land?		The site includes 2 farm complexes creating a very small area of previously developed land.
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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole 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 impact/worsening of air quality?		AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation.  The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.
			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,		GREEN = >1,000m of an AQMA, M11, or A14

	T	
	the M11 or the	
5 11 4	A14?	DED 0: 15 to 1
Pollution	Are there potential	RED = Significant adverse impacts
	Odour, light noise	
	and vibration	Significant negative impacts to or as a result
	problems if the site	of the development that are incapable of
	is developed, as a	mitigation. The site is close to commercial
	receptor or	and industrial units and the Motocross site,
	generator	and offsite mitigation is likely to be required.
	(including	Some possible noise and vibration from
	compatibility with	A428 which should be possible to mitigate.
	neighbouring	
• • • •	uses)?	ODEEN ON A WILL BY
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
10/	the site?	ODEEN N. : / O I / ( II
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality of the water	Development unlikely to effect water availty
	environment?	Development unlikely to effect water quality.
	environment?	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	,	Sustainable Diamage Systems (SubS).
Designated	Will it conserve	AMBER = Contains or is adjacent to an
Sites	protected species	existing site designated for nature
Onoo	and protect sites	conservation or recognised as containing
	designated for	protected species and impacts capable of
	nature	appropriate mitigation
	conservation	appropriate mingunen
	interest, and	Minor negative impact on protected sites
	geodiversity?	and species. The site is adjacent to
	(Including	Knapwell Roadside Verge CWS and
	International and	Knapwell Wood CWS. Brockley End
	locally designated	Meadow CWS lies 540m to the west of the
	sites)	site. Elsworth Wood SSSI lies
	,	approximately 530m to the west of the 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 some
		of the adverse effects.
Biodiversity	Would	AMBER = Development would have a
	development	negative impact on existing features or
	reduce habitat	network links but capable of appropriate
	fragmentation,	mitigation
	enhance	
	native species, and	Minor negative impact as loss of farmland

	_		
	help deliver habitat restoration (helping		and severance of hedgerows. Some opportunities for habitat enhancement.
	to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?		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.
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 a considerable number of trees with Tree Preservation Orders within the site area, including Knapwell Wood.
Green Infrastructure	Will it improve access to wildlife		GREEN = Development could deliver significant new green infrastructure
	and green spaces, through delivery of and access to		(Score changed from Amber to Green)
	green infrastructure?		With the larger site, proposer suggests delivery of a network of green routes with access to landscaped parkland. Retain and enhance Elsworth Wood SSSI & RSPB Farm. Creation of a web of new multifunctional Green Infrastructure, including a
			country park.
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?	OLTURAL HE	RED = Significant negative impact on landscape character, no satisfactory mitigation measures possible.  Significant negative impact (development conflicts with landscape character, with significant negative impacts incapable of mitigation) - due to its elevation and open character, development on this site would form a new built skyline when viewed from local villages and roads. The scale of the development and types of buildings proposed would be very difficult to integrate into the local landscape. The deeply rural approach to Knapwell would be urbanised and the village itself completely dominated by the development, and the detailed and layered landscape to the north of the site would become obscured by the development.
			Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to

	1	· · · · · · · · · · · · · · · · · · ·
		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	GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
	character, including through appropriate design and scale of development?	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 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	GREEN = No impact or Minor positive impact on Green Belt purposes  Bus priority measures and cycling and
	purposes?	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,	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
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and	Neutral impact (existing features retained, or appropriate mitigation possible). The site will have an impact on the setting of the listed buildings at New Inn Farm.  Archaeological potential will require further information but the assumption for a neutral impact is that it is likely appropriate

	scheduled monuments)?	mitigation can be achieved through the development process.
	oria.iioritoj:	30.0.0pmom p100000.
		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 CHAI	NGF	מוופיומנכ נווכ מטיכושכ כוופטנש.
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable energy resources?	renewables would apply
		Development could create minor additional
EL 15:		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 HEALT	TH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
-	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	Dovolopment would greate reiner
	space?	Development would create minor opportunities for new public open space.
Distance:	How far is the	GREEN =<1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site.
Distance: Play	How far is the	GREEN =<400m
Facilities	nearest play space	A command a manifest control of
	for children and	Assumed provision on-site
Gypsy &	teenagers? Will it provide for	AMBER = No Impact
Traveller	the	, = No Impuot
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance:	Showpeople? How far is the site	G = <400m
Distance. District or	from the nearest	0 = \400III
Local Centre	District or Local	Centre point of site beyond 1000m of
	centre?	nearest existing centre.
Dista Cir	11	New local centre developed as part of site.
Distance: City	How far is the site	R = >800m
Centre	from edge of defined Cambridge	
	Laennea Cambriage	

	City Centre?	
Distance: GP	How far is the	G = <400m
Service	nearest health	
	centre or GP	Existing site at Cambourne over 800m
	service?	Promoter proposes medical facilities on-site,
		Would result in a green score.
		UPDATE: Score changed from Red to
		Green to reflect on-site provision.
Key Local	Will it improve	GREEN = New local facilities or improved
Facilities	quality and range	existing facilities are proposed of significant
	of key local	benefit
	services and	
	facilities including	New local facilities or improved existing
	health, education	facilities are proposed of significant benefit.
	and leisure (shops,	The development proposes employment,
	post offices, pubs etc?)	retail and leisure uses.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	New local community facilities or improved
		existing facility is proposed of minor benefit
Integration	Llow well would the	(and is viable and sustainable
Integration with Existing	How well would the development on	RED = Limited scope for integration with existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
Communico	with existing	separated by non residential land does
	communities?	It will be difficult to view this development an
		extension of Cambourne given the
		separation by the A428, other roads and
500110101		structural landscaping to the south.
<b>ECONOMY</b> Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
(Cambridge)	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
11 3	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	The assumption is that any additional retail
	vitality and viability	proposed will only be of a suitable scale to
	of Cambridge,	serve the needs of new residents and will
	town, district and local centres?	not impact on other centres.
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Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
7 1000001011111	employment	employment or is for another non-residential
	centre?	use
Employment -	Would	GREEN = No loss of employment land /
Land	development result	allocation is for employment development
	in the loss of	'
	employment land,	Promoter proposes a range of employment
	or deliver new	uses, including 'start-up/incubator' units;
	employment land?	-
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required but constraints capable of
	in key community	appropriate mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	
	infrastructure and	Development of this site is not supportable
	broadband?	from the existing electricity network,
		therefore significant reinforcement and new
		network required. There is insufficient spare
		capacity within the distribution zone to
		supply the total number of proposed
		properties which could arise if all the SHLAA sites with the zone were to be
		developed.
		The WwTW is operating close to capacity
		and therefore has limited capacity to
		accommodate this site.
		december the site.
		The sewerage network is approaching
		capacity.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
	capacity?	
		School capacity not sufficient, but
		significant issues can be adequately
		addressed.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assume provision on site
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	Detential to muscide necessarily desired
		Potential to provide new secondary school,
		or be served by existing Cambourne site,
		depending whether this development would
		take place in combination with others.  Promoter proposes new secondary school
		on-site.
TRANSPORT	1	on one.
Cycle Routes	What type of cycle	AMBER = Medium quality off-road path.
Syste Routes	routes are	ANDER - Modium quality on Toda pain.
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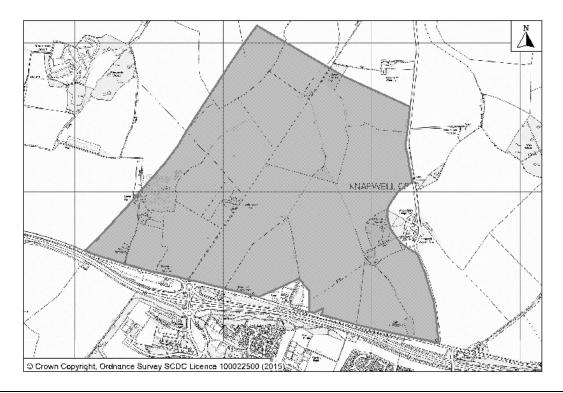
	accessible near to the site?	TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling improvements, ranging from cycle use of new bus lanes to cycling facilities alongside offline routes. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. Potential for connection with wider A428 corridor improvements.
		Ensuring adequate access to Cambourne town centre would be a key issue that would need to be addressed, given the potential severance effect of the A428.
		The City Deal A428 public transport corridor scheme includes potential cycle improvements as part of the scheme, varying form off-road route options to more limited improvements. 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.
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
		Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
Sustainable Transport Score (SCDC)	Scoring mechanism has been developed to consider access to	GREEN = Score 15-19 from 4 criteria below  Total score 16
	and quality of public transport, and cycling. Scores determined by the four criteria below.	UPDATE: Score changed from Amber to Green to reflect revised score for Distance: bus stop / rail station.
Distance: bus stop / rail station		GG = Within 400m (6)  UPDATE: Score changed from Amber to Dark Green

		Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.  (Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) ()).
Frequency of		G = 20 minute frequency (4)
Public Transport		UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local Plan).
		(Currently Citi 4 - 20 minute Frequency (+))
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		35 minutes from bus stop to the centre of Cambridge.
		UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		10.21km ACF from the centre of the site to St. Ives Market.
		12.68km ACF from the centre of the site to Cambridge Market.
Distance: Railway	How far is the site from an existing or	R = >800m
Station	proposed train station?	12,634m ACF from centre of the site to St Neots Station.
Access	Will it provide safe access to the highway network, where there is	AMBER = Insufficient capacity / access.  Negative effects capable of appropriate mitigation.
	available capacity?	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	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	There are opportunities to encourage more
	transport, walking	sustainable transport links both on and off site. Provision or contribution from this site
	or cycling facilities?	would result in minor improvement to public
		transport, walking or cycling facilities.

Site Information		
Development Sequence	New Settlement	
Site reference number(s): SC265		
Consultation Reference numbers: N/A		
Site name/address: Land to the north of the A428, Cambourne		

Мар:



**Site description:** The site lies north of the Old St Neots road and west of Knapwell Road. The area is fairly open and rolling, and is cut by the valleys of several small streams. Land falls from the south towards Knapwell to the north. The main settlement of Cambourne lies directly to the south of the site, separated from it by the A428, the old St Neots Road and areas of maturing structure planting and woodland.

The site can be accessed via the Old St Neots Road, including the roundabout junction with the A428 and Knapwell Road. Several farm accesses provide access at present. Three public footpaths run south to north from the Old St Neots road towards Knapwell.

Within the site area are three farms: Lawn Farm on the western boundary, Coldharbour Farm in the centre, and Knapwell Wood Farm on the eastern edge. Farm complexes at Lawn Farm and Coldharbour Farm fall within the site. The group of farm buildings at Knapwell Wood Farm lie adjacent to the site's eastern boundary.

The site contains many mature trees and hedgerows, linking areas of mature woodland. Large mature roadside trees are a feature of Knapwell Road to the east of the site. The field pattern of medium to large scale fields are bounded by mature hedgerows and hedgerows and large hedgerow trees, mainly Oak and Ash. The area contains many small areas of mature woodland, often in the valley bottoms of small streams which cut through the site.

Current use(s): The site consists of agricultural land, Lawn Farm and Coldharbour Farm.

**Proposed use(s):** New village or linked village extension to Cambourne for up to around 2,500 dwellings with employment, education, leisure and retail uses.

Site size (ha): South Cambridgeshire: 271.65 ha.

Potential residential capacity: 2,500 dwellings

LAND		
PDL	Would	RED = Not on PDL
	development make use of previously developed land?	The site includes 2 farm complexes creating a very small area of previously developed land.
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  Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grade 2 (over 270 ha).  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?	AMBER = Site lies near source of air pollution, or development could impact on air quality adverse impacts Development could impact on air quality, with minor negative impacts incapable of mitigation.  The site is of a significant size and there is the potential for an increase in traffic and static emissions that could affect local air quality.  Bus priority measures and cycling and pedestrian improvements between Cambourne and Cambridge, planned to
AQMA	Is the site within or near to an AQMA, the M11 or the	secure wider benefits would also be required to serve this site, are anticipated to have significant positive impacts in terms of air quality.  GREEN = >1,000m of an AQMA, M11, or A14
	A14?	

I		
Pollution	Are there potential	RED = Significant adverse impacts
	Odour, light noise and vibration problems if the site is developed, as a receptor or generator (including compatibility with neighbouring	Significant negative impacts to or as a result of the development that are incapable of mitigation. The site is close to commercial and industrial units and the Motocross site, and offsite mitigation is likely to be required. Some possible noise and vibration from A428 which should be possible to mitigate.
	uses)?	
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	GREEN = No impact / Capable of full mitigation
	of the water environment?	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)	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  Minor negative impact on protected sites and species. The site is adjacent to Knapwell Roadside Verge CWS and Knapwell Wood CWS. Brockley End Meadow CWS lies 540m to the west of the site. Elsworth Wood SSSI lies approximately 530m to the west of the 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 some of the adverse effects.
Biodiversity	Would development reduce habitat fragmentation, enhance	of the adverse effects.  AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping	Minor negative impact as loss of farmland and severance of hedgerows. Some opportunities for habitat enhancement.

	to achieve		Segregated bus priority measure between
	Biodiversity Action		the junction of the A428/A1303 and the
	Plan targets, and		M11, planned to secure wider benefits as
	maintain		well as this site, may affect ancient
	connectivity		woodland and BAP priority habitats. If works
	between green		were able to be carried out on line this might
	infrastructure)?		alleviate some of the adverse effects.
TPO	Are there trees on		AMBER = Any adverse impact on protected
	site or immediately		trees capable of appropriate mitigation
	adjacent protected		
	by a Tree		There are a considerable number of trees
	Preservation Order		with Tree Preservation Orders within the
	(TPO)?		site area, including Knapwell Wood.
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		an appropriate transformer.
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure.
	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.
LANDSCAPE.	TOWNSCAPE AND C	ULTURAL HI	Y
Landscape	Will it maintain and		RED = Significant negative impact on
Landoupo	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		magation modelates possibles
	landscape		Significant negative impact (development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of
			mitigation) - due to its elevation and open
			character, development on this site would
			form a new built skyline when viewed from
			local villages and roads. The scale of the
			development and types of buildings
			proposed would be very difficult to integrate
			into the local landscape. The deeply rural
			approach to Knapwell would be urbanised
			and the village itself completely dominated
			by the development, and the detailed and
			layered landscape to the north of the site
			would become obscured by the
			development.
			Rue priority moseuros and avaling and
			Bus priority measures and cycling and pedestrian improvements between
			l ·
			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	GREEN = No impact (generally compatible,
10wiiscape	enhance the	or capable of being made compatible with
	diversity and	local townscape character, or provide minor
	distinctiveness of	improvements)
	townscape	Noutral impact (ganarally compatible, or
	character, including	Neutral impact (generally compatible, or
	through	capable of being made compatible with local
	appropriate design	townscape character). Assumptions for a
	and scale of	neutral impact include that appropriate
	development?	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.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	Bus priority measures and cycling and
	purposes?	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	AMBER = Site contains, is adjacent to, or
	enhance sites,	within the setting of such sites, buildings
	features or areas of	and features, with potential for negative
	historical,	impacts capable of appropriate mitigation
	archaeological, or	
	cultural interest	Neutral impact (existing features retained,
	(including	or appropriate mitigation possible). The site
	conservation	will have an impact on the setting of the
	areas, listed	listed buildings at New Inn Farm.
	buildings,	
	registered parks	Archaeological potential will require further
	and gardens and	information but the assumption for a neutral
	scheduled	impact is that it is likely appropriate
	monuments)?	mitigation can be achieved through the
CLIMATE CLIA	NCE	development process.
CLIMATE CHA		 AMPED - Standard requirements for
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply

	energy resources?		
	energy resources:		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 HEALT	TH AND WELL BEING	;	
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality		provision to adopted plan standards is
	of publically		provided onsite
	accessible open		
	space?		Development would create minor
			opportunities for new public open space.
Distance:	How far is the		GREEN = <1km
Outdoor Sport	nearest outdoor		
Facilities	sports facilities?		Assumed provision on site.
Distance: Play Facilities	How far is the		GREEN = <400m
racililles	nearest play space for children and		Assumed provision on-site
	teenagers?		Assumed provision on-site
Gypsy &	Will it provide for		AMBER = No Impact
Traveller	the		7 (VIDER = No Impact
Travollor	accommodation		
	needs of Gypsies		
	and Travellers and		
	Travelling		
	Showpeople?		
Distance:	How far is the site		G = <400 m
District or	from the nearest		
Local Centre	District or Local		Centre point of site beyond 1,000m of
	centre?		nearest existing centre.
			Now local control developed as now of site
Diotopoo City	How far is the site		New local centre developed as part of site.  R = >800m
Distance: City Centre	from edge of		K = >000111
Centre	defined Cambridge		
	City Centre?		
Distance: GP	How far is the		R = >800m
Service	nearest health		
	centre or GP		Assumed served by existing site at
	service?		Cambourne.
			1,462m ACF from centre of site to Monkfield
			Medical Centre, Cambourne.
Key Local	Will it improve		GREEN = New local facilities or improved
Facilities	quality and range		existing facilities are proposed of significant
	of key local		benefit
	services and		Now local facilities or improved eviction
	facilities including		New local facilities or improved existing facilities are proposed of significant benefit.
	health, education and leisure (shops,		The development proposes employment,
	post offices, pubs		retail and leisure uses.
	etc?)		Total and folders associ
	J.O. <i>j</i>		

Community Facilities  Integration with Existing Communities	Will it encourage and enable engagement in community activities?  How well would the development on the site integrate with existing communities?	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)  RED = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses  It will be difficult to view this development an extension of Cambourne given the separation by the A428, other roads and structural landscaping to the south.
ECONOMY	1	2
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.
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  Development would support minor additional employment opportunities.
Utilities	Will it improve the level of investment in key community services and infrastructure, including	AMBER = Significant upgrades likely to be required but constraints capable of appropriate mitigation  Major utilities infrastructure improvements required, but constraints can be addressed.
	communications	roganica, but constraints can be audiessed.

	T	
	infrastructure and broadband?	Development of this site is not supportable from the existing electricity network, therefore significant reinforcement and new network required. There is insufficient spare capacity within the distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites with the zone were to be developed.  The WwTW is operating close to capacity and therefore has limited capacity to
		accommodate this site.
		The sewerage network is approaching capacity.
Education Capacity	Is there sufficient education capacity?	AMBER = School capacity not sufficient, constraints can be appropriately mitigated
	oupuoity.	School capacity not sufficient, but significant issues can be adequately addressed.
Distance:	How far is the	G =<400m
Primary School	nearest primary school?	Assume provision on site
Distance:	How far is the	A =1 to 3 km
Secondary School	nearest secondary school?	Potential to provide new secondary school, or be served by existing Cambourne site, depending whether this development would take place in combination with others.
		1.9km ACF from centre of site to
		Cambourne Village College
TRANSPORT	110000000000000000000000000000000000000	AMPED AN E
Cycle Routes	What type of cycle routes are	AMBER = Medium quality off-road path.
	accessible near to the site?	TSCSC identifies an aim to create high quality pedestrian and cycling facilities alongside public transport improvements. The Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report 2015 supporting the City Deal Scheme identifies potential for cycling improvements, ranging from cycle use of new bus lanes to cycling facilities alongside offline routes. Scored as amber, but potential for higher scores subject to the outcome of the City Deal scheme. Potential for connection with wider A428 corridor improvements.
		The City Deal A428 public transport corridor scheme includes potential cycle

HQPT	Is there High	improvements as part of the scheme, varying form off-road route options to more limited improvements. 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.  AMBER = service meets requirements of
	Quality Public Transport (at edge of site)?	high quality public transport in most but not all instances
		Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to	Total score 16.
	and quality of	UPDATE: (Score changed from Amber to
	public transport,	Green to reflect revised score for Distance:
	and cycling. Scores	bus stop / rail station.
	determined by the four criteria below.	
	Tour criteria below.	
Distance: bus stop / rail		GG = Within 400m (6)
station		UPDATE: Score changed from Amber to Dark Green.
		Development of this scale would require new dedicated bus routes through the site. Promoter identifies potential for circular routes in combination with a Cambourne West development.
		(Currently 1,205m ACF from the centre of the site to the nearest bus stop (Citi 4 service) ()).
Frequency of Public		G = 20 minute frequency (4)
Transport		UPDATE: Potential for higher frequencies in combination with other sites, but uncertainty how this would relate to the existing village or other potential developments with regard to frequency from this site or impact on other sites.
		A 15 minute frequency or better (this is identified in the TSCSC related to the A428 corridor and sites in the submitted Local

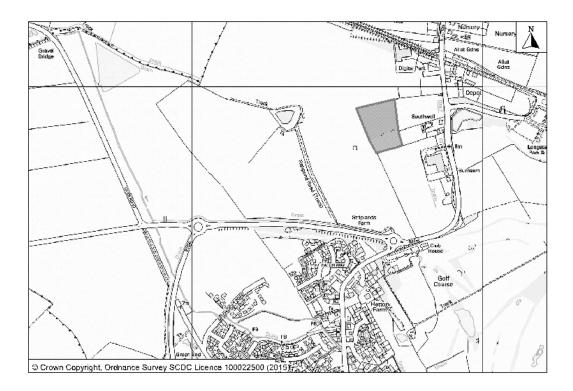
		Plan).
		(Currently Citi 4 - 20 minute Frequency (+))
Public transport		A = 31 to 40 minutes (3)
journey time to City Centre		35 minutes from bus stop to the centre of Cambridge.
		UPDATE: Potential to achieve journey time benefits from City Deal A428 scheme, but uncertainty how this would relate to the existing village or other potential developments with regard to journey time from this site or impact on other sites.
Distance for		A = 10km to 15 km (3)
cycling to City Centre		10.21km ACF from the centre of the site to St. Ives Market.
		12.68km ACF from the centre of the site to Cambridge Market.
Distance: Railway	How far is the site from an existing or	R = >800m
Station	proposed train station?	12,634m ACF from centre of the site to St Neots Station.
Access	Will it provide safe access to the highway network,	AMBER = Insufficient capacity / access.  Negative effects capable of appropriate mitigation.
	where there is available capacity?	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)
Non-Car Facilities	Will it make the transport network	AMBER = No impacts
1 aciiiles	safer for public transport, walking or cycling facilities?	There are opportunities 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.

Site Information	
Development Sequence	New Settlement (part of )
Site reference number(s): SC273	

**Consultation Reference numbers:** 1 (I&O 2012)

Site name/address: Southwell Farm, Station Road, Longstanton (part of Northstowe Reserve)

Map:



Site description: The site is located to the north of the village of Longstanton on the B1050, which heads northwards into Willingham. The site is primarily agricultural land with the only vehicular access being onto the B1050. The land is the other side of the road from the core site of the new town of Northstowe and is identified in the Northstowe Area Action Plan 2007 as forming the strategic reserve land under policy NS/3/g.

Current use(s): Residential / Small Holding

Proposed use(s): 48 - 80 dwellings (note: the site does not adjoin the allocated site for Northstowe, however it lies within another site that does and therefore assessment of this site is conditional on the larger site being found to have potential)

Site size (ha): South Cambridgeshire: 1.84 ha.

Potential residential capacity: 66 dwellings (40 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 and most	AMBER = Minor loss of grade 1 and 2 land

	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Williorais	sterilisation of	safeguarded area.
	economic mineral	Saleguarded area.
	reserves?	Site within an area designated in the
	16361763:	Minerals and Waste LDF but development
		would not have a negative impact.
POLLUTION		would not have a negative impact.
Air Quality	Would the	GREEN = Minimal, no impact, reduced
All Quality	development of the	impact
	sites result in an	Impact
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable. Close to the Councils' Air
	or all quality:	Quality Management Area. Extensive and
		detailed air quality assessments will be
		required to assess the cumulative impacts
		of this and other proposed developments
		within the locality on air quality along with
		provision of a Low Emissions Strategy.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
/ tollin t	near to an AQMA,	A14
	the M11 or the	,
	A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	and damegame
	problems if the site	Development largely compatible with
	is developed, as a	neighbouring uses with minor negative
	receptor or	impacts incapable of mitigation. Proximity to
	generator	the B1050 bypass to the south & east and
	(including	the Guided Bus to the north with prevailing
	compatibility with	winds from the south west - traffic noise will
	neighbouring	need assessment South east of the site is
	uses)?	close to Hydro Eu Ltd, Station Road a
	,	medium to large sized industrial type unit /
		uses - noise from activities / plant and
		equipment and vehicle movements are
		material considerations with significant
		negative impact potential in terms of health
		and well being and a poor quality living
		environment and possible noise nuisance.
		Possible noise and malodour from nearby
		Southwell Farm, Station Road. Some minor
		to moderate additional off-site road traffic
		noise generation on existing residential due
		to development related car movements but
		dependent on location of site entrance.
Contamination	Is there possible	GREEN = Site not within or adjacent to an
	contamination on	area with a history of contamination
	the site?	
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation

	onhones the surellies		
	enhance the quality of the water environment?		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).
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.  No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
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  Development would create minor opportunities for new Green Infrastructure as the promoter of the surrounding site 242 proposes provision of public open space and possible link to bridleway along the Guided Busway.
	TOWNSCAPE AND C	UL I UKAL HE	
Landscape	Will it maintain and		AMBER = negative impact on landscape

	1 1	1 ( ) 11 ( )2 (
	enhance the	character, incapable of mitigation.
	diversity and	
	distinctiveness of	Minor Negative Impact (Development
	landscape	conflicts with landscape character, minor
	character?	negative impacts incapable of mitigation) -
		The development is at odds with the local
		landscape character and would have an
		adverse effect on the local landscape by
		adding a substantial urban extension into an
		open and rural landscape. To successfully
		set the proposed development into the
		existing landscape, and to preserve a
		landscape setting to Longstanton,
		substantial structural landscape will be
		required to the north, west and south of the
		development, giving genuine rural
		separation between the development and
		the village, and a soft, integrated edge
		treatment.
Townscape	Will it maintain and	 AMBER = negative impact on townscape
Townscape	enhance the	character, incapable of mitigation.
		character, incapable of mitigation.
	diversity and	Minor Nogotivo Impact (dovolonment
	distinctiveness of	Minor Negative Impact (development
	townscape	conflicts with townscape character, minor
	character, including	negative impacts incapable of mitigation) -
	through	Development of this site in combination with
	appropriate design	site 242 would be large in relation to the
	and scale of	existing village settlements and would
	development?	adversely affect the landscape setting of
		Longstanton to the extent that it may be
		difficult to view Longstanton as separate
		from Northstowe.
		To successfully set the proposed
		development into the existing landscape,
		and to preserve a landscape setting to
		Longstanton, substantial structural
		landscape will be required to the north, west
		and south of the development, giving
		genuine rural separation between the
		development and the village, and a soft,
		· · · · · · · · · · · · · · · · · · ·
		integrated edge treatment. Structural
		landscape will also be required within the
		development with some views to existing
	110	horizons and landscape features retained.
Green Belt	What effect would	GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	,
L		

	T		
	archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?		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.
CLIMATE CHAI	NGE		
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. The assumption is that as an extension to Northstowe it should be possible to continue the exemplar of sustainability standards.
Flood Risk	Is site at flood risk?		GREEN = Flood Zone 1 / low risk  The majority of the site is within Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	TH AND WELL BEING	;	
Open Space	Will it increase the		GREEN = Assumes minimum on-site
	quantity and quality of publically accessible open space?		provision to adopted plan standards is provided onsite  Development would create minor opportunities for new public open space as the promoter of the surrounding site 242 proposes provision of open space as part of the development.
Distance:	How far is the		GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?		1.1km ACF from centre of the site to Longstanton Recreation Ground, closer to planned Northstowe sports hub.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED = >800m  973m ACF from centre of the site to Land south of Duddle Drive, Longstanton.  Play space would be required onsite as part of the wider Northstowe Reserve development.
Gypsy & Traveller	Will it provide for the accommodation needs of Gypsies and Travellers and Travelling		AMBER = No Impact

	Showpeople?	
Distance:	How far is the site	A = 400 - 800m
District or	from the nearest	7 = 400 000m
Local Centre	District or Local	Centre point of site beyond 1,000m of
Local Contro	centre?	nearest existing centre. New Local Centres
	oontro.	planned as part of wider Northstowe
		development would be nearer.
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	1,324m ACF from centre of site to
	service?	Longstanton Branch Surgery. Provision in
		Northstowe in the longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	of the surrounding site 242 proposes a
	and leisure (shops,	mixed use development of 900 dwellings
	post offices, pubs	with employment, retail, community uses,
	etc?)	commercial uses and public open space.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community activities?	possible
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
Communico	with existing	oreate a new community.
	communities?	New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		of the surrounding site proposes a mixed
		use development of 900 dwellings with
		employment, retail, community uses,
		commercial uses and public open space.
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	ODEEN N. W.
Shopping	Will it protect the	GREEN = No effect or would support the

	т	 to position and the second
	shopping	vitality and viability of existing centres
	hierarchy,	Dovolopment would have no affect on
	supporting the vitality and viability	Development would have no effect on vitality or viability of existing centres. The
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact
	local certiles:	on other centres.
Employment -	How far is the	GREEN = <1km or allocation is for or
Accessibility	nearest main	includes a significant element of
71000331511111	employment	employment or is for another non-residential
	centre?	use
	00111101	
		Northstowe now town includes significant
		employment development.
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	Development of the surrounding site 242
	or deliver new	would support minor additional employment
	employment land?	opportunities.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	communications	Significant reinforcement and new network
	infrastructure and	is required for electricity provision. There is
	broadband?	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. Gas will require a
		Pressure Reduction Station to be built to
		allow a local low pressure infrastructure to
		be laid around the developments. The
		sewerage network is approaching capacity
Education	Is there sufficient	and will require investigation and mitigation.  GREEN= Non-residential development /
Capacity	education	surplus school places
Capacity	capacity?	Surpius surioui piauts
	σαρασιτή :	As an extension of Northstowe children
		within the development would attend one of
		the seven proposed primary schools and
		the proposed secondary school that are
		identified in the Development Framework
		Document to serve the new town. As the
		reserve land would be one of the last
		phases of Northstowe to be developed the
		capacity of these schools, and their ability to
		extend would need to be assessed nearer
		to the time. As the DFD is considering this
		site the location of schools, and their site

Distance: Primary School Distance: Distance: Distance: Distance: Secondary School Scho			size will be taken into account.
Primary School School? School? School? School? School? School? School?  Distance: Secondary School Distance: Secondary School Sc	Dietanco:	How far is the	
School School? School? School? School? School? School? School How far is the nearest secondary school. Secondary School? School How far is the nearest secondary school?  TRANSPORT  Cycle Routes Sustainable Transport (at edge of site)? Sustainable Score (SCDC) Sustainable Transport (and cycling. Scores determined by the four criteria below.  Distance: bus stop / rail station.  Distance: Dus Cycle route are accessible near to the site?  Distance for cycle ground and school.  Distance: Bus ground and school.  Distance for cycle gro			A - 400 - 000111
Distance: Secondary School  Distance: School  Distance: School  Distance: School  Distance: Secondary School  Distance: Sc	_		1.052m ACE from control of site to Hotton
Northstowe primary school.	School	SCHOOL?	
Distance: Secondary School?    Secondary School			
Secondary School			
School  School?  School.  School?  School.  Scho			A = 1-3km
TRANSPORT  Cycle Routes  What type of cycle routes are accessible near to the site?  HQPT  Is there High Quality Public Transport (at edge of site)?  Sustainable Transport  Score (SCDC)  Distance: bus stop / rail station  Distance: Dublic transport  Public Transport  Distance for cycling to City Centre  Distance for cycling to City Centre  Distance: Distance for cycling to City Centre  Distance: How far is the site  Railway  Distance: How far is the site Railway  Total Score (SCDC)  Name A GREEN = Quiet residential street speed below 30mph, cycle lane with 1.5m minimum width, high quality of rocad path e.g. cycleway adjacent to guided busway.  GREEN = Service meets requirements of high quality public transport in most but not all instances  Guided busway meets most aspects of HOPT definition, but hourly service in evenings.  GREEN = Score 15-19 from 4 criteria below  Total score of 19  Total score of 19  Total score of 19  GG = Within 400m (6)  206m ACF from the centre of the site to the nearest guided busway stop (Longstanton).  GG = 10 minute frequency or better (6)  Gided Busway - 23 Minutes to Cambridge;  Guided Busway - 10 Minutes to St. Ives.)  A = 10km to 15 km (3)  8.84km ACF from the centre of the site to St. Ives Market.  10.77km ACF from the centre of the site to Cambridge Market.  Distance: How far is the site Railway  Frequency of the site to Cambridge Market.  R = >800m		1	
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	Distance:	How far is the site	R = >800m
	Railway	from an existing or	
	•	proposed train	10,780m ACF from centre of the site to

	station?	Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is	RED = Insufficient capacity/ access.  Negative effects incapable of appropriate mitigation.
	available capacity?	Considered together with the surrounding site 242, there is insufficient capacity or access constraints that cannot be adequately mitigated. Site will be heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of the sites in this area being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures. Capacity on the B1050 may become an issue as the core area of Northstowe is developed - the Highway Authority is considering access to this site as part of the Phase I of the Northstowe site.
		UPDATE: from Red to Amber, as significant issues capable of being addressed. This area is included within the Northstowe Development Framework Document, and part of the 10,000 dwellings.
Non-Car Facilities	Will it make the transport network safer for public	GREEN = Significant improvements to public transport, cycling, walking facilities.
	transport, walking or cycling facilities?	Considered together with the surrounding site 242, development would result in significant improvement to public transport, walking or cycling 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.

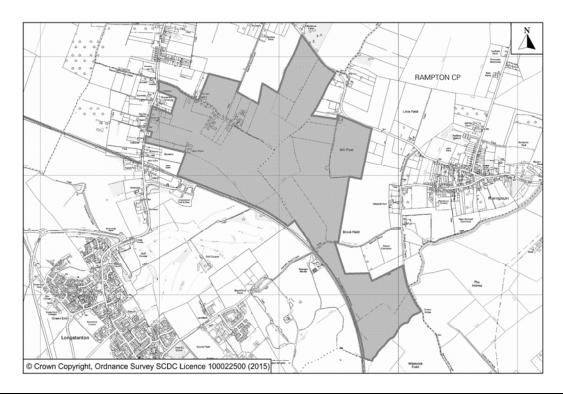
Site Information	
Development Sequence	New Settlement (part of)
Site reference number(s): SC274	

Site reference number(s): SC274

Consultation Reference numbers: N/A

**Site name/address:** Land generally to the north and north east of Northstowe adjoining the Cambridgeshire Guided Busway

## Мар:



**Site description:** The site abuts the route of the Cambridgeshire Guided Busway to the south east, the other side of which is the site for the new town of Northstowe. To the north there is the village of Rampton. The land is flat and primarily agricultural in nature with some buildings in the northwest. There are several public rights of way across the site and to the west it abuts the B1050.

Current use(s): Agricultural land mainly in arable use

**Proposed use(s):** An extension to the new town of Northstowe, an employment-led development which would provide around 11,800 homes and around 12,000 jobs on the two sites combined (Northstowe allocation and this extension).

Promoter indicates employment development providing up to 5,200 jobs and could also accommodate an additional 1,800 homes.

Site size (ha): South Cambridgeshire: 202 ha

Potential residential capacity: 1,800 dwellings (40 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	This large site includes some built
	developed	development with curtilages adjacent to the
	land?	B1050 and to the northwest.

Agricultural Land	Would development lead	AMBER = Minor loss of grade 1 and 2 land
	to the loss of the best and most versatile agricultural land?	Minor loss of best and most versatile agricultural land (Grades 1 and 2) - large site but small part Grade 2. Half of the site is Grade 3a.
Minerals	Will it avoid the sterilisation of economic mineral reserves?	GREEN = Site is not within an allocated or safeguarded area.  Approximately 1/3 of the site within an area designated in the Minerals and Waste LDF but development would not have a negative impact.
POLLUTION		
Air Quality	Would the development of the sites result in an	GREEN = Minimal, no impact, reduced impact
	adverse impact/worsening of air quality?	Development unlikely to impact on air quality. Site lies in an area where air quality acceptable. This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy.
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 largely compatible with neighbouring uses with minor negative impacts incapable of mitigation. The site in close proximity to the B1050 to the west and the CGB to the south & Longstanton P&R - traffic / transport noise will need assessment. Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible noise and malodour from nearby farms that may coexist as proposals would be closer than existing residential, but no history of complaints. There is a sewage treatment works with open trickle beds is in close proximity to the west, offsite near BrookField associated with old barracks and existing housing etc. However, this is no

r		
		longer operational. Assumption is that most can be mitigated, or the site is large enough to avoid affected areas.
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)
- W.		Site is adjacent to guided busway (old railway line) and may have contaminated land. Potential for minor benefits through remediation of minor contamination
Water	Will it protect and where possible enhance the quality	GREEN = No impact / Capable of full mitigation
	of the water environment?	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).
BIODIVERSITY	,	To a community of the c
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	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.
	interest, and geodiversity? (Including International and locally designated sites)	No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.
Biodiversity	Would development reduce habitat fragmentation, enhance	AMBER = Development would have a negative impact on existing features or network links but capable of appropriate mitigation
	native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets, and maintain connectivity between green infrastructure)?	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	GREEN = Site does not contain or adjoin any protected trees

	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			public open space and possible links to the
			byway and footpath across the southern
			part of the site that links the villages of
			Longstanton and Rampton and to bridleway
			along the Guided Busway.
LANDSCAPE,	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		·
	landscape		Significant Negative Impact (Development
	character?		conflicts with landscape character, with
			significant negative impacts incapable of
			mitigation) - The development is at odds
			with the local landscape character. It would
			have an adverse effect on the local
			landscape by adding a very substantial
			urban extension into an open and rural
			landscape. The proposed development
			would also have a very significant adverse
			effect on the carefully considered structural
			landscape proposals for existing and
			currently proposed developments in the
			area. The proposed layout of Northstowe
			and the existing transport infrastructure will
			make satisfactory visual connections
			between the two sites very difficult.
Townscape	Will it maintain and		AMBER = negative impact on townscape
	enhance the		character, incapable of mitigation.
	diversity and		
	distinctiveness of		Minor Negative Impact (development
	townscape		conflicts with townscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		Development would be very large in relation
	appropriate design		to the existing and proposed settlements
	and scale of		and would adversely affect the landscape
	development?		setting of Longstanton Oakington,
			Willingham and Rampton. Any benefits from
			enlarging the separation from Longstanton
			and Oakington will be countered by greater
			impact on Willingham and Rampton. The
			proposed layout of Northstowe and the
			existing transport infrastructure will make
			satisfactory visual connections between the

		two sites very difficult.
Green Belt	What effect would	GREEN = No impact or Minor positive
Green beit		impact on Green Belt purposes
	the development of this site have on	Impact on Green beit purposes
	Green Belt	
l lowitowo	purposes?	CDEEN. Cita dans not contain or adiain
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	November 1 improper / ovieting footunes mateined
	archaeological, or cultural interest	Neutral impact (existing features retained,
		or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	
	scheduled	
	monuments)?	
CLIMATE CHA		DARK OREEN D. I. II. I
Renewables	Will it support the	DARK GREEN = Development would create
	use of renewable	significant additional opportunities for
	energy resources?	renewable energy.
		Development would are stop significant
		Development would create significant
		additional opportunities for renewable
		energy. The assumption is that as a large
		extension to Northstowe it should be
		possible to continue the exemplar of
EL LD: L	1 ' (1 1 1 1 0	sustainability standards.
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
		The majority of the site is within Flood Zone
		1 and no drainage issues that cannot be
		appropriately addressed. Only about 10% of
		the site is in Flood Zone 3a and a previous
		Masterplan identified these areas for uses
		such as open space, which are compatible
		with the flood risk potential.
	TH AND WELL BEING	LODEEN Assur
Open Space	Will it increase the	GREEN = Assumes minimum on-site
	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	<u>                                     </u>
	space?	Development would create minor
		opportunities for new public open space as
		the promoter proposes provision of open
		space as part of the development
Distance:	How far is the	GREEN = <1km
Outdoor Sport	nearest outdoor	
Facilities	sports facilities?	Assumed provision on site
Distance: Play	How far is the	GREEN = <400m
Facilities	nearest play space	

		I A
	for children and	Assumed provision on site
Cungui	teenagers?	AMDED. No los a set
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance	Showpeople?  How far is the site	C 400m
Distance:		G = 400m
District or Local Centre	from the nearest District or Local	(Contro point of site boyand 1 000m of
Local Certife	centre?	(Centre point of site beyond 1,000m of
	Cernie?	nearest existing centre).
		Assumed site of this scale would have new
		local centre(s)
Distance: City	How far is the site	R = >800m
Centre	from edge of	K = 2000iii
Contro	defined Cambridge	
	City Centre?	
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	Approximately 1,800m to Longstanton
	service?	Surgery, Northstowe provision nearer in the
		longer term.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	New facilities or improved existing facilities
	facilities including	are proposed of minor benefit. The promoter
	health, education	proposes an employment-led development,
	and leisure (shops,	a local centre and open space, plus
	post offices, pubs	necessary infrastructure such as an
	etc?)	expanded park and ride site and highway
		and drainage works. The assumption is
		these will largely serve new residents.
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	<b>N</b>
		New facilities or improved existing facilities
		are proposed of minor benefit. The promoter
		proposes an employment-led development,
		a local centre and open space, plus
		necessary infrastructure such as an
		expanded park and ride site and highway
		and drainage works. The assumption is
Integration	How well would the	these will largely serve new residents.  RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
Johnnandes	with existing	Soparated by Herr-residential latta uses
	communities?	The development would be separated from
	- Communicion	The advelopment would be departed from

		Northstowe by the Guided Busway. The proposed layout of Northstowe and the existing transport infrastructure will make satisfactory connections between the two sites very difficult.
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  Development would have no effect on vitality or viability of existing centres. The assumption is that the local centre proposed 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
Employment - Land	Would development result in the loss of employment land, or deliver new employment land?	DARK GREEN = Development would significantly enhance employment opportunities
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.  Significant reinforcement and new network is required for electricity provision.  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.  Gas will require a Pressure Reduction

		Station to be built to allow a local low pressure infrastructure to be laid around the developments.
		The sewerage network is approaching capacity and will require investigation and mitigation.
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.
		As an extension of Northstowe children within the development would attend one of the seven proposed primary schools and the proposed secondary school that are identified in the Development Framework Document to serve the new town. This site would require additional provision.
Distance:	How far is the	G = <400m
Primary	nearest primary	
School	school?	Assumed provision onsite, or served by adjoining Northstowe site
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	
School	school?	Distance to planned Northstowe secondary school.
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.  Assumed connections to existing cycleway
HQPT	lo though limb	along the busway.
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
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of public transport, and cycling. Scores determined by the	Total score of 17
	four criteria below.	
Distance: bus stop / rail		GG = Within 400m (6)
station		Development of this scale would required new bus routes through the development.

		•	
			(scoring changed for consistency with other new settlement proposals).
			872m ACF from the centre of the site to the nearest guided busway stop (Longstanton).
Frequency of Public Transport			G = 20 minute frequency (4)
Public			G = 21 to 30 minutes (4)
transport journey time to City Centre			Guided Busway - 23 Minutes to Cambridge;
Distance for cycling to City			0 = 10km to 15 km (3)
Centre			10.14km ACF from the centre of the site to St. Ives Market.
			10.27km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site from an existing or		R = >800m
Railway Station	proposed train station?		9,452m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is		AMBER = Insufficient capacity / access.  Negative effects capable of appropriate mitigation.
	available capacity?		UPDATE: The promoter contends that with the extension to Northstowe it has the potential to be self-contained, in terms of meeting the needs of its population locally, and minimising out-commuting and car journeys.
			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, accompanied by a travel plan for the development.
			A site in this location could not proceed in advance of the committed Cambridge to Huntingdon A14 improvement scheme.
			Detailed consideration would need to be given to the impact of Northstowe and its accompanying off-site highway works and mitigation measures. Detailed consideration would also need to be given to the impact of the development on the B1050. 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. (Change of score: Red to Amber).
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 result in significant improvement to public transport, walking or cycling 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.

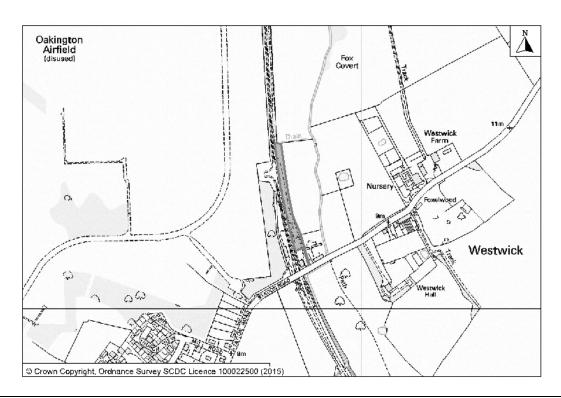
Site Information	
Development Sequence	New Settlement
Site reference number(s): SC275	

Site reference number(s): SC275

Consultation Reference numbers: N/A

Site name/address: Old East Goods Yard, Station Road, Oakington

Мар:



Site description: The site is a long thin strip of land located adjacent to the eastern edge of the Cambridgeshire Guided Busway to the north of Station Road on the western edge of Westwick. The site is approximately 342 metres long and varies in width from 26 metres to 17 metres in width with the majority being at around 17 metres wide. The site is located to the rear of residential properties and businesses fronting onto Station Road. The site access is around 50 metres long and varies in width from around 2metres wide to 3.7metres wide. It is surrounded on all other sides by agricultural and pastoral land. The site was formerly in business use and unoccupied buildings and hard standing remain in situ, but the built development only occupies a small part of the site. The site is well screened by hedgerows on all sides, and a tree belt runs along the western side of the Guided Busway alongside much of the length of the site.

Note: this site does not adjoin a village framework.

**Current use(s):** Unoccupied B8 premises used for storage and repair of contractors plant. Ceased 2003.

**Proposed use(s):** Up to 25 dwellings possibly with employment (A2 use or B1 use) and community facilities (D1 use) and potential for allotments or recreation ground.

Site size (ha): South Cambridgeshire: 0.59 ha

Potential residential capacity: 16 dwellings (40 dph)

LAND			
PDL	Would	GREEN = Entirely on PDL	
	development make		

all site is previously
Development would not
land.
within an allocated or
o impact, reduced
y to impact on air
n area where air quality
of an AQMA, M11, or
source of air pollution,
d impact on air quality,
npacts
t negative impacts to,
development,
te mitigation. The site is
t to and runs parallel to
se proximity to the CGB
straints of the site
ng and 16m wide, noise
s are paramount
lly within or adjacent to
•
y of contamination, or on appropriate to
ent (potential to achieve
opropriate mitigation)
propriate mitigation)
e guided busway (old
nilitary land and was
ential for minor benefits
of minor contamination
/ Capable of full
eutral impact are that
s and pollution control
ed through the
s, 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.  No impact on protected sites and species (or impacts could be mitigated). Adjacent to a County Wildlife Site alongside the Cambridgeshire Guided Busway. Greatest impact likely to result from human disturbance of currently inaccessible farmland habitats. Badgers within Fish Ponds Wood may be an issue.		
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  Development would create minor opportunities for new Green Infrastructure as it is possible to link to bridleway along the Guided Busway.		
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.  Minor Negative Impact (Development conflicts with landscape character, minor negative impacts incapable of mitigation) - This pattern of development would be totally alien and out of keeping with the existing		

		linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside between the development and the village, and a soft, integrated edge treatment.
Townscape	Will it maintain and enhance the diversity and distinctiveness of	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - This site is unsuitable for backland development given the historically sensitive nature of the area. This pattern of development would be totally alien and out of keeping with the existing linear pattern of development, which would introduce dwellings on the edge of the Conservation Area, altering the relationship of the existing settlement pattern to the open countryside
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
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation
CLIMATE CLIA	(including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - site forms an important part of the setting of the Grade II Listed Westwick Hall and Westwick Hall Farmhouse, Westwick Conservation Area, and the historic core of the village. Archaeological potential will require further information but it is likely appropriate mitigation can be achieved through the development process. Neutral impact (existing features retained, or appropriate mitigation possible).
CLIMATE CHA		[ <u>.</u>
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
		The whole site is within Flood Zones 2 and 3, drainage issues capable of being

		appropriately addressed
HUMAN HEALT	TH 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 minor opportunities for new public open space as the promoter includes allotments or recreation ground as part of the development
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?	GREEN = <1km  0.8km ACF from centre of the site to Oakington Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?	AMBER = 400 - 800m  776m ACF from centre of the site to Oakington Recreation Ground.
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  Centre point of site beyond 1,000m of nearest existing centre - Oakington.  Note - site would not generate it's own 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?	R = >800m  2,219m ACF from centre of site to Longstanton Branch Surgery.
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).  No facilities lost, and no new facilities proposed directly as a result of the development. Promoter proposes community uses, but this is a small site and close to Northstowe.
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement / appropriate mitigation

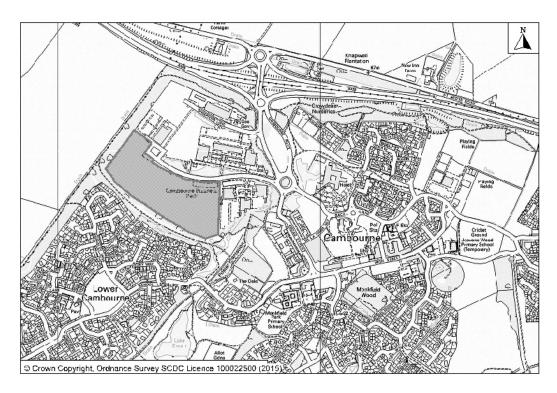
		n and the last
	community activities?	possible
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	RED = Limited scope for integration with
with Existing	development on	existing communities / isolated and/or
Communities	the site integrate	separated by non-residential land uses
	with existing	,
	communities?	Poorly related to Northstowe (separated by
		Guided Busway) or Westwick.
ECONOMY	T=	
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	assumption is that the local centre proposed
	town, district and	will only be of a suitable scale to serve
	local centres?	needs of new residents and will not impact
Francis van evet	Hamia tha	on other centres.
Employment - Accessibility	How far is the	AMBER = 1-3km
Accessibility	nearest main employment	2.8km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
	Contro:	Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
	in the loss of	
	employment land,	There will be a loss of some employment
	or deliver new	(B8 uses), but the promoter proposes new
	employment land?	A2 & B1 employment uses.
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	<u> </u>
	services and	There is insufficient spare mains water
	infrastructure,	capacity within the distribution zone to
	including	supply the number of proposed properties
	communications	which could arise if all the SHLAA sites
	infrastructure and broadband?	within the zone were to be developed. The
	broaubanu?	WWTW is operating close to capacity and
		the sewerage network is at capacity and

		both will require mitigation.
Education	Is there sufficient	AMBER = School capacity not sufficient,
Capacity	education	constraints can be appropriately mitigated
Capacity	capacity?	concuration can be appropriately magazed
		Insufficient spare school capacity but
		potential for improvement to meet needs.
Distance:	How far is the	R = >800m
Primary	nearest primary	K = 2000iii
School	school?	908m ACF from centre of site to Oakington
00.100.	00110011	Primary School.
Distance:	How far is the	A = 1 to 3 km
Secondary	nearest secondary	7. 1.00 1
School	school?	3.6km ACF from centre of site to Impington
0011001	00110011	Village College.
TRANSPORT		vinago conogo.
Cycle Routes	What type of cycle	GREEN = Quiet residential street speed
J, 2.2 2 3.00	routes are	below 30mph, cycle lane with 1.5m
	accessible near to	minimum width, high quality off-road path
	the site?	e.g. cycleway adjacent to guided busway.
		Assumed connections to existing cycleway
		along the busway.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	DARK GREEN = Score 19-25
Transport	mechanism has	
Score (SCDC)	been developed to	Total score of 20
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		GG = Within 400m (6)
stop / rail		
station		206m ACF from the centre of the site to the
		nearest guided busway stop.
Frequency of		GG = 10 minute frequency or better (6)
Public		Cuided Duning 40 Minute C
Transport		Guided Busway - 10 Minute Service.
Public		G = 21 to 30 minutes (4)
transport		Cuided Busyey CO Minutes to Combridge
journey time to		Guided Busway - 23 Minutes to Cambridge;
City Centre		Guidad Rusway 10 Minutes to St. Ives
Distance for		Guided Busway - 10 Minutes to St. Ives.  G = 5km to 10km (4)
cycling to City		0 - JKIII (0 10KIII (4)
Centre		11.91km ACF from the centre of the site to
Cellie		St. Ives Market.
		OL. IVES IVIAINEL.
		7.49km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
שוסומו ו∪ <del>כ</del> .	THOW IN IS THE SILE	IX - 2000III

Railway Station	from an existing or proposed train station?	8,223 ACF from centre of the site to Waterbeach 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.  Insufficient capacity or access constraints that cannot be adequately mitigated. The Highways Agency comment that this site is in an area heavily reliant on the A14 for strategic access. It is difficult to see more than a small proportion of these sites being deliverable prior to major improvements to the A14, and even this could require substantial mitigation measures.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information			
Development Sequence	Rural Centre		
Site reference number(s): SC303			
Consultation Reference numbers: H1 (I&O 2013 part 2)			

Мар:



**Site description**: The site is located within the Cambourne Business Park, and adjoins business uses to the north and east. The site adjoins Lower Cambourne to the south and open countryside to the west. The southern and western boundaries of the site are bordered by trees and footpaths / bridleways that form part of the landscaping buffer of the Cambourne development. The site is vacant grassed land.

Current use(s): The site consists of vacant grassed land.

Site name/address: Land at Cambourne Business Park

Proposed use(s): New housing (approximately 230 dwellings) and employment.

Site size (ha): South Cambridgeshire: 7.33 ha

Potential residential capacity: 165 dwellings (30 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 and most		AMBER = Minor loss of grade 1 and 2 land  Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small	

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	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		94
			Assumptions for a politral impact are that
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
110			
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
LANDSCAPE	TOWNSCAPE AND C	III TIIRAI HI	development process.
	TOWNSCAPE AND C	ULTURAL HI	development process.  ERITAGE
LANDSCAPE, 1	Will it maintain and	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible,
	Will it maintain and enhance the	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with
	Will it maintain and enhance the diversity and	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)
	Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a
	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.
	Will it maintain and enhance the diversity and distinctiveness of landscape character?	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible,
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  GREEN = No impact (generally compatible, or capable of being made compatible with local townscape character, or provide minor improvements)  Neutral impact (generally compatible, or
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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 impact (generally compatible).
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of	ULTURAL HI	development process.  ERITAGE  GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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
Townscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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.
Landscape	Will it maintain and enhance the diversity and distinctiveness of landscape character?  Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of	ULTURAL HI	GREEN = No impact (generally compatible, or capable of being made compatible with local landscape character, or provide minor improvements)  Neutral impact (generally compatible, or capable of being made compatible with local landscape character). Assumptions for a neutral impact include that appropriate design and mitigation measures would be achieved through the development process.  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

	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	
	archaeological, or	Neutral impact (existing features retained,
	cultural interest	or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	development process.
	scheduled	
	monuments)?	
CLIMATE CHA		
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply
	energy resources?	
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk.
1 lood Hiok	io one at nood not.	CREEN - 1 1000 Zone 17 low hor.
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed
ΗΙΙΜΑΝ ΗΕΔΙ	TH AND WELL BEING	damet be appropriately addressed
Open Space	Will it increase the	GREEN = Assumes minimum on-site
Opon Opaco	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	
	space?	Neutral impact (existing features retained or
	орасо.	appropriate mitigation). Assumption is
		standard requirements for open space
		would apply.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	ONLER - CHAIT OF OFFICE PROVISION
Facilities	sports facilities?	0.5km ACF from centre of the site to Lower
. dominos	oporto idollidos:	Cambourne Green.
Distance: Play	l lavo famila tha	AMBER = 400 -800m
	I HOW far is the	
•	How far is the	AIVIDEN = 400 -800111
Facilities	nearest play space	
•	nearest play space for children and	554m ACF from centre of the site to Lower
Facilities	nearest play space for children and teenagers?	554m ACF from centre of the site to Lower Cambourne Green.
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for	554m ACF from centre of the site to Lower
Facilities	nearest play space for children and teenagers? Will it provide for the	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation	554m ACF from centre of the site to Lower Cambourne Green.
Facilities  Gypsy &	nearest play space for children and teenagers?  Will it provide for the accommodation needs of Gypsies	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact
Facilities  Gypsy &	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and Travelling	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact
Facilities  Gypsy & Traveller	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.
Facilities  Gypsy & Traveller  Distance:	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travelling Showpeople? How far is the site	554m ACF from centre of the site to Lower Cambourne Green. AMBER = No Impact
Facilities  Gypsy & Traveller  Distance: District or	nearest play space for children and teenagers?  Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?  How far is the site from the nearest	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.  A = 400 - 800m
Facilities  Gypsy & Traveller  Distance:	nearest play space for children and teenagers? Will it provide for the accommodation needs of Gypsies and Travelling Showpeople? How far is the site	554m ACF from centre of the site to Lower Cambourne Green.  AMBER = No Impact  No effect on pitch or plot provision.

Di i	T.,	D 000
Distance: City	How far is the site	R = >800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	-
Distance: GP	How far is the	R = >800m
Service	nearest health	
	centre or GP	585m ACF from centre of site to Monkfield
	service?	Medical Centre, Cambourne.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible.
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	GREEN = Good scope for integration with
with Existing	development on	existing communities / of sufficient scale to
Communities	the site integrate	create a new community.
	with existing	
	communities?	
ECONOMY		
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
	employment	3.3km ACF from centre of site to South

	t0	Completely achine 2004 (Completely
	centre?	Cambridgeshire 008A (Cambourne Business Park)
Employment -	Would	A = Some loss of employment land and job
Land	development result	opportunities mitigated by alternative
	in the loss of	allocation in the area (< 50%).
	employment land,	
	or deliver new	Development would have a minor negative
	employment land?	effect on employment opportunities, as a
		result of the loss of existing employment
		land.
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Major utilities infrastructure improvements
	including	required, but constraints can be addressed.
	communications	The mains water and sewerage systems will
	infrastructure and	need reinforcement to increase capacity.
	broadband?	• ,
Education	Is there sufficient	GREEN= Non-residential development /
Capacity	education	surplus school places.
, ,	capacity?	· ·
	, ,	Insufficient spare school capacity but
		potential for improvement to meet needs.
Distance:	How far is the	A = 400 - 800m
Primary	nearest primary	
School	school?	637m ACF from centre of site to Monkfield
		Park Primary School, Cambourne.
Distance:	How far is the	G = Within 1km (or site large enough to
Secondary	nearest secondary	provide new)
School	school?	provide new,
		0.5km ACF from centre of site to
		Cambourne Village College.
TRANSPORT	I	
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane
.,	routes are	less than 1.5m width with medium volume of
	accessible near to	traffic. Having to cross a busy junction with
	the site?	high cycle accident rate to access local
		facilities/school. Poor quality off road path.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	2.12_11 Good to 10 Holli 1 official bolow
Score (SCDC)	been developed to	Total Score of 17
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus	.5 d. C. ROHA DOIOW.	GG = Within 400m (6)
stop / rail		(0)
otop / Tull	1	

station		174m to nearest bus stop ACF (Cambourne
		Business Park)
Frequency of		G = 20 minute frequency (4)
Public		
Transport		20 minute service (Citi 4)
Public		G = 21 to 30 minutes (4)
transport		
journey time to		27 Minutes (Cambourne Business Park to
City Centre		Cambridge, Emmanuel Street)
Distance for		A = 10km to 15 km (3)
cycling to City		( )
Centre		11.36km ACF to St. Ives
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	11,611m ACF from centre of the site to St
	station?	Neots Station.
Access	Will it provide safe	AMBER = Insufficient capacity / access.
	access to the	Negative effects capable of appropriate
	highway network,	mitigation.
	where there is	Minor negative effects incapable of
	available capacity?	mitigation. Capacity constraints - the A428
	,	corridor is seriously limited in capacity
		between the A1 and A1198. At present
		there is no realistic prospect of resolving
		this.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	'
	safer for public	
	transport, walking	
	or cycling facilities?	

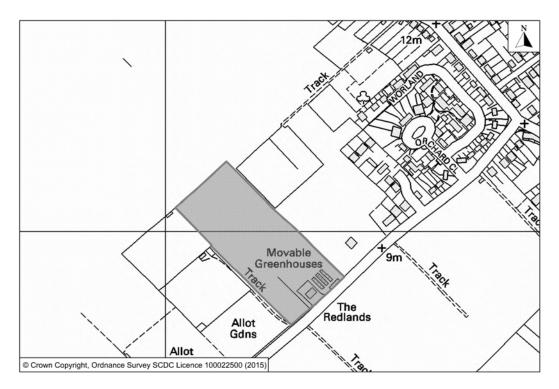
Site Information	
Development Sequence	Rural Centre
0:4 6	

Site reference number(s): SC003

Consultation Reference numbers:23 (I&O 2012)

Site name/address: The Redlands, Oakington Road, Cottenham

Map:



**Site description:** This relatively contained site is located to the south west of Cottenham, slightly adrift of the edge of the village and outside the village framework. The land is currently has one residential property towards the front of the site together with buildings associated with the former market garden smallholding. The business use ceased in 1996 and the glasshouses were subsequently removed, but some outbuildings remain on the road frontage. The remainder of the site is grassland.

Note: the site has also been submitted as part of a larger site – as site 113

Current use(s): Residential and part of the site was formerly used for market gardening (ceased 1996)

Proposed use(s): Residential development

Note: the site does not adjoin the village development framework, however it adjoins another site that does and therefore assessment of this site is conditional on the adjoining site being found to have potential.

Site size (ha): South Cambridgeshire: 2.87 ha

Potential residential capacity: Site capacity 65 dwellings (30dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	

	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	ŭ
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - small
	versatile	site but all Grade 1.
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
	sterilisation of	safeguarded area.
	economic mineral	
	reserves?	
POLLUTION	1	
Air Quality	Would the	GREEN = Minimal, no impact, reduced
. ,	development of the	impact
	sites result in an	'
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	AMBER = Adverse impacts capable of
	Odour, light noise	adequate mitigation
	and vibration	
	problems if the site	Development compatible with neighbouring
	is developed, as a	uses. Some minor to moderate additional
	receptor or	road traffic noise generation impact on
	generator	existing residential due to development
	(including	related car movements but dependent on
	compatibility with	location of site entrance.
	neighbouring	
	uses)?	
Contamination	Is there possible	AMBER = Site partially within or adjacent to
	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
		proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		A small part of the site was formerly used
		for market gardening and may have
		contaminated land. Potential for minor
		benefits through remediation of minor
		contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
<b>BIODIVERSITY</b>	•	

Designated	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species		to designated for nature conservation or
Ones	and protect sites		recognised as containing protected species,
	designated for		or local area will be developed as
	1 9		•
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		д д <sub>д</sub>
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure?)		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		, in the second second
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
Imastractare	and green spaces,		of appropriate mitigation
	through delivery of		or appropriate miligation
	and access to		Noutral impact (existing factures retained
			Neutral impact (existing features retained,
	green infrastructure?		or appropriate mitigation possible). Assumptions for a neutral impact include
	minastructure?		
			that appropriate design and mitigation
			measures would be achieved through the
LANDOGADE	TOWNSOADE AND O	III TUDA: :::	development process.
	TOWNSCAPE AND C	ULTUKAL HI	
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Neutral impact (generally compatible, or
			capable of being made compatible with local
			landscape character). Assumptions for a
			neutral impact include that appropriate
			design and mitigation measures would be

		achieved through the development process
Townscans	Will it maintain and	achieved through the development process.
Townscape	enhance the	AMBER = negative impact on townscape character, incapable of mitigation.
	diversity and	Character, incapable of miligation.
	distinctiveness of	Minor Negative Import (development
		Minor Negative Impact (development
	townscape	conflicts with townscape character, minor
	character, including	negative impacts incapable of mitigation) -
	through	incompatible with linear street pattern
	appropriate design	characteristic of approach roads into Cottenham.
	and scale of	Cottennam.
Green Belt	development? What effect would	CDEEN No import or Minor positive
Green beit		GREEN = No impact or Minor positive
	the development of	impact on Green Belt purposes
	this site have on	
	Green Belt	
Haritaga	purposes?	CDEEN Site does not contain or adjain
Heritage	Will it protect or enhance sites.	GREEN = Site does not contain or adjoin
	1	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	Noutral impact (aviating factures ratained
	archaeological, or cultural interest	Neutral impact (existing features retained,
		or appropriate mitigation possible).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and scheduled	
CLIMATE CHAI	monuments)?	
Renewables	Will it support the	AMBER = Standard requirements for
renewables	use of renewable	renewables would apply
	energy resources?	Teriewabies would apply
Flood Risk	Is site within at	GREEN = Flood Zone 1 / low risk
i iood ixisk	flood risk?	ONELIN - 1 1000 Zone 1 / 10W risk
	HOUGHSK!	Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
HUMAN HFAI 7	⊥ TH AND WELL BEING	- Samilot do appropriatory addressed.
Open Space	Will it increase the	GREEN = Assumes minimum on-site
5 p 5.11 <b>5</b> p 400	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	provided effects
	space?	
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	ONLER - CHAIT OF OHORO PROVISION
Facilities	sports facilities?	0.7km ACF from centre of the site to
i dominos	oporto idollitico:	Cottenham Recreation Ground.
Distance: Play	How far is the	AMBER =400 -800m
Facilities	nearest play space	ANDLIX -400 -000III
า ผิงแน้เรื่อ	for children and	763m ACF from centre of the site to
	teenagers?	Cottenham Recreation Ground
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	AMBEN - NO IIIIPAOL
TIAVEIIEI	u IC	

	T	1
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
Distance	Showpeople?	D 000
Distance:	How far is the site	R =>800m
District or Local Centre	from the nearest District or Local	1 107m from the centre of the cite to a point
Local Certife	centre?	1,107m from the centre of the site to a point along the High Street / B1049. Services and
	Centre:	facilities run a long way along Cottenham
		High Street.
Distance: City	How far is the site	R =>800m
Centre	from edge of	
	defined Cambridge	
	City Centre?	
	,	
Distance: GP	How far is the	R =>800m
Service	nearest health	
	centre or GP	1,188m ACF from centre of site to the
	service?	Cottenham Surgery.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	No facilities last and no new facilities
	services and	No facilities lost, and no new facilities
	facilities including health, education	proposed directly as a result of the development.
	and leisure (shops,	development.
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement /appropriate mitigation possible
	community	
	activities?	No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	the site integrate	The site does not adjoin the village
	with existing communities?	development framework, however it adjoins
	COMMUNICS!	another site that does and therefore
		assessment of this site is conditional on the
		adjoining site being found to have potential.
ECONOMY	1	and the state of t
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	

	T		
	development in		
	deprived wards of		
	Cambridge?		
Shopping	Will it protect the		GREEN = No effect or would support the
	shopping		vitality and viability of existing centres
	hierarchy,		Vitality and Videlity of Oxiding Control
			Dovelonment would have no offect on
	supporting the		Development would have no effect on
	vitality and viability		vitality or viability of existing centres. The
	of Cambridge,		indicator is likely to apply particularly to sites
	town, district and		which include retail, offices, or leisure uses.
	local centres?		
Employment -	How far is the		RED = >3km
Accessibility	nearest main		
	employment		4.1km ACF from centre of site to South
	centre?		Cambridgeshire 006D (Histon, including
			Vision Park)
Employment -	Would		G = No loss of employment land / allocation
Land	development result		is for employment development
Lanu	in the loss of		is for employment development
	employment land,		
	or deliver new		
	employment land?		
Utilities	Will it improve the		GREEN = Existing infrastructure likely to be
	level of investment		sufficient
	in key community		
	services and		Development can use existing capacity in
	infrastructure,		utilities infrastructure. However, there is
	including		insufficient spare mains water capacity
	communications		within the distribution zone to supply the
	infrastructure and		number of proposed properties which could
	broadband?		arise if all the SHLAA sites within the zone
			were to be developed. The sewerage
			network is approaching capacity and will
			require investigation and possibly mitigation.
Education	Is there sufficient		RED = School capacity not sufficient,
Capacity	education		constraints cannot be appropriately
. ,	capacity?		mitigated.
			UPDATE: The SHLAA update records that
			there is no capacity to further extend the
			primary school. Development of this scale
			would not be sufficient to deliver a new
			primary school.
51.			(Score changed from Green to Red.)
Distance:	How far is the		A =400 - 800m
Primary	nearest primary		
School	school?		742m ACF from centre of site to Cottenham
			Primary School.
Distance:	How far is the		G = Within 1km (or site large enough to
Secondary	nearest secondary		provide new)
School	school?		
			0.9km ACF from centre of site to Cottenham
			Village College.
TRANSDODT	1		vinago conogo.
TRANSPORT			

Ovala Davita	\\/\batter===f====1:	DED. No eveline approviation and a second to
Cycle Routes	What type of cycle	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of
	routes are	
	accessible near to	traffic. Having to cross a busy junction with
	the site?	high cycle accident rate to access local
		facilities/school. Poor quality off road path.
		The only cycle route in Cottenham is along
		Histon Road towards Cambridge. This
		comprises a mix of on- and off-road
		provision, of variable quality. It is a heavily
		trafficked route with a mix of traffic speeds.
		Provision or contribution from this site would
		result in only minor improvement to cycling facilities.
HQPT	Is there High	AMBER = service meets requirements of
	Quality Public	high quality public transport in most but not
	Transport (at edge	all instances
	of site)?	
Sustainable	Scoring	GREEN = Score 15-19 from 4 criteria below
Transport	mechanism has	SILETY = COOLS 10 10 HOIT + CIRCIIA DEIGW
Score (SCDC)	been developed to	Total score of 15.
	consider access to	
	and quality of	
	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		(1)
station		474m ACF from the centre of the site to the
		nearest bus stop.)
Frequency of		G = 20 minute frequency (4)
Public		
Transport		
Public		A = 31 to 40 minutes (3)
transport		
journey time to		37 Minutes from Cottenham to Cambridge
City Centre		O. Flore to 40 or (4)
Distance for		G = 5km to 10km (4)
cycling to City		9 FELM ACE from the centre of the cite to
Centre		8.55km ACF from the centre of the site to
Dictoroc	How far is the site	Cambridge Market.  R = >800m
Distance: Railway	from an existing or	N = >0UUIII
Station	proposed train	6,227m ACF from centre of the site to
Ciation	station?	Waterbeach Station.
Access	Will it provide safe	GREEN = No capacity / access constraints
	access to the	identified that cannot be fully mitigated
	highway network,	
	where there is	No capacity constraints identified, safe
	available capacity?	access can be achieved. Assumption is that
		a fairly large proportion of trips might

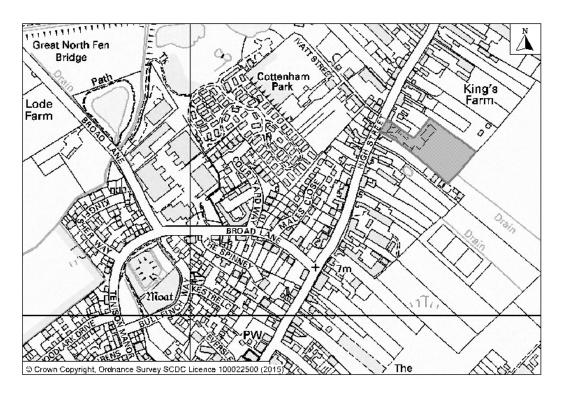
		reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes.
Non-Car Facilities	Will it make the	AMBER = No impacts
1 aciiiles	transport network safer for public transport, walking or cycling 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. Provision or contribution from this site would result in minor improvement to public transport, walking or cycling facilities.

Site Information	
Development Sequence	Rural Centre
Site reference number(s): SC021	

Consultation Reference numbers: 21 (I&O 2012)

Site name/address: Land to the rear of 69 High Street, Cottenham

Мар:



**Site description:** This relatively contained site lies to the east of Cottenham High Street, partly within and partly outside the village framework. The site comprises residential property fronting directly onto High Street and an area of lawn immediately to rear. A yard area lies behind with two large sheds together with hardstanding. An additional two smaller outbuildings are located along the southern boundary of the site. The remainder of the land to rear of the yard is informal grassland and trees, surrounded by a hedge beyond which is open countryside in agricultural use.

Current use(s): Residential property with garden, and yard with outbuildings to the rear.

Proposed use(s): 20 Dwellings

Site size (ha): South Cambridgeshire: 0.76 ha

Potential residential capacity: 21 dwellings at 30 dph

LAND		
PDL	Would	AMBER = Partially on PDL
	development make	
	use of previously	Approximately 1/3 of the site is previously
	developed	developed land - this includes a residential
	land?	property on the street frontage and the yard
		to the rear.
Agricultural	Would	GREEN = Neutral. Development would not

Land	development lead	affect grade 1 and 2 land.
Lallu	to the loss of the	aneci grade i and z iand.
	best and most	
	versatile	
	agricultural land?	
Minerals	Will it avoid the	GREEN = Site is not within an allocated or
Willioralo	sterilisation of	safeguarded area.
	economic mineral	careguarded area.
	reserves?	
POLLUTION	1.00000.	
Air Quality	Would the	GREEN = Minimal, no impact, reduced
,	development of the	impact
	sites result in an	'
	adverse	Development unlikely to impact on air
	impact/worsening	quality. Site lies in an area where air quality
	of air quality?	acceptable.
AQMA	Is the site within or	GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA,	A14
	the M11 or the	
	A14?	
Pollution	Are there potential	GREEN = No adverse effects or capable of
	Odour, light noise	full mitigation
	and vibration	
	problems if the site	Development would remove various
	is developed, as a	industrial / commercial type uses that
	receptor or	creates nuisance, resulting in minor benefits
	generator	in the local noise climate.
	(including	
	compatibility with	
	neighbouring	
Contamination	uses)? Is there possible	AMBER = Site partially within or adjacent to
Contamination	contamination on	an area with a history of contamination, or
	the site?	capable of remediation appropriate to
	tile site:	proposed development (potential to achieve
		benefits subject to appropriate mitigation)
		borionto dabjeot to appropriate minganom
		A small part of the site was formerly used as
		a yard and may have contaminated land.
		Potential for minor benefits through
		remediation of minor contamination.
Water	Will it protect and	GREEN = No impact / Capable of full
	where possible	mitigation
	enhance the quality	
	of the water	Assumptions for a neutral impact are that
	environment?	appropriate standards and pollution control
		measures will achieved through the
		development process, e.g. as part of
		Sustainable Drainage Systems (Suds).
BIODIVERSITY	·	
Designated	Will it conserve	GREEN = Does not contain, is not adjacent
Sites	protected species	to designated for nature conservation or
	and protect sites	recognised as containing protected species,
	designated for	or local area will be developed as

	noturo		grannana Na ar nagligible impacta
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		. 9
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
			achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure?)		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of		3
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
	iiiiastiucture:		that appropriate design and mitigation
			measures would be achieved through the
			<u> </u>
LANDSCADE	TOWNSCAPE AND C	III TIID AI LII	development process.
		OLI UKAL HI	AMBER = negative impact on landscape
Landscape	Will it maintain and		
	enhance the		character, incapable of mitigation.
	diversity and		Miner Name Const. (175)
	distinctiveness of		Minor Negative Impact (Development
	townscape		conflicts with landscape character, minor
	character, including		negative impacts incapable of mitigation) -
	through		loss of significant green backdrop.
	appropriate design		
	and scale of		
	development?		
Townscape	Will it maintain and		RED = Significant negative impact on
	enhance the		townscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		ganocacaroo possibio.
	aloui louvoi logg Ol		

	townscape character?		Significant Negative Impact (Development conflicts with townscape character, with significant negative impacts incapable of mitigation) - backland development contrary to single depth development on this part of village, harming the historic linear settlement pattern, and would result in the loss of significant green backdrop.
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
Heritage	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest		RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation
	(including conservation areas, listed buildings, registered parks and gardens and scheduled		Minor Negative Impact on historic Assets (incapable of satisfactory mitigation) - site is within the Conservation Area and close to several Grade II Listed Buildings along High Street. Loss of green backdrop will have a significant impact on their setting.
	monuments)?		UPDATE: Score changed from Amber to red as the SHLAA assessment records that it will not be possible to mitigate impacts on the historic environment.
CLIMATE CHAI	NGE		
Renewables	Will it support the use of renewable energy resources?		AMBER = Standard requirements for renewables would apply
Flood Risk	Is site within at flood risk?		GREEN = Flood Zone 1 / low risk
IIIIBAAN IIEAI 7	III AND WELL DEING		Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
	TH AND WELL BEING		GREEN = Assumes minimum on-site
Open Space	Will it increase the quantity and quality of publically accessible open space?		provision to adopted plan standards is provided onsite
Distance: Outdoor Sport Facilities	How far is the nearest outdoor sports facilities?		AMBER = 1-3km  1.2km ACF from centre of the site to Cottenham Recreation Ground.
Distance: Play Facilities	How far is the nearest play space for children and teenagers?		RED =>800m  1,113m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy & Traveller	Will it provide for the		AMBER = No Impact

	accommodation	
	needs of Gypsies and Travellers and	
	Travelling	
	Showpeople?	
Distance: District or	How far is the site from the nearest	A =400 - 800m
Local Centre	District or Local centre?	738m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street.
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	A =400 - 800m
	centre or GP service?	613m ACF from centre of site to the Cottenham Surgery.
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	services and facilities including health, education	No facilities lost, and no new facilities proposed directly as a result of the development.
	and leisure (shops, post offices, pubs etc?)	·
Community Facilities	Will it encourage and enable engagement in	GREEN = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible
	community activities?	No facilities lost, and no new facilities proposed directly as a result of the development.
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	1	
Deprivation (Cambridge)	Does it address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges? Would allocation result in	AMBER = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.
	development in deprived wards of Cambridge?	

Shopping	Will it protect the shopping	GREEN = No effect or would support the vitality and viability of existing centres
	hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?	Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses.
Employment - Accessibility	How far is the nearest main	RED = >3km
Accessionity	employment centre?	5.8km ACF from centre of site to South Cambridgeshire 006D (Histon, including Vision Park)
Employment - Land	Would development result in the loss of employment land,	A = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (< 50%).
	or deliver new employment land?	Assumption that the yard is in use for business use, which would mean that development would have a minor negative effect on employment opportunities, as a result of the loss of existing employment land.
Utilities	Will it improve the level of investment in key community	GREEN = Existing infrastructure likely to be sufficient
	services and infrastructure, including communications infrastructure and broadband?	Development can use existing capacity in utilities infrastructure. However, 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 sewerage network is approaching capacity and will require investigation and possibly mitigation.
Education Capacity	Is there sufficient education capacity?	RED = School capacity not sufficient, constraints cannot be appropriately mitigated.
		UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school.  (Score changed from Green to Red.)
Distance: Primary	How far is the nearest primary	R =>800m
School	school?	1,058m ACF from centre of site to Cottenham Primary School.
Distance:	How far is the	A =1 to 3 km
Secondary School	nearest secondary school?	1.3km ACF from centre of site to Cottenham Village College.
TRANSPORT	,	

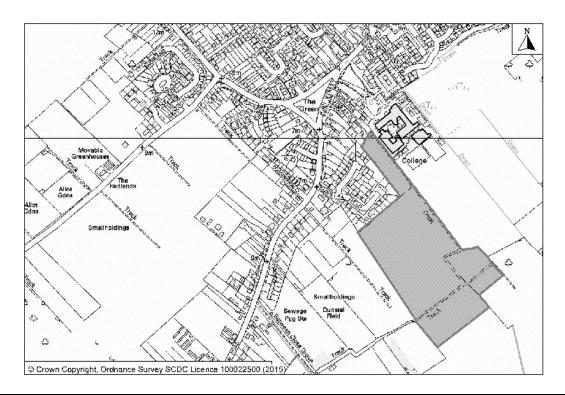
Cycle Routes	What type of cycle routes are accessible near to the site?	RED = No cycling provision or a cycle lane less than 1.5m width with medium volume of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.  The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities.
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
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.	AMBER = Score 10-14 from 4 criteria below  Total score of 14.
Distance: bus stop / rail station		A = Within 800m (3)  88m ACF from the centre of the site to the nearest bus stop (X8).  692m ACF from the centre of the site to the nearest bus stop (Citi 8).
Frequency of Public Transport		G = 20 minute frequency (4)  X8 - less than hourly service.
Public transport journey time to City Centre		Citi 8 - 20 Minute Service.  A = 31 to 40 minutes (3)  X8 - 34 Minutes from Cottenham to Cambridge.  Citi 8 - 37 Minutes from Cottenham to Cambridge.
Distance for cycling to City Centre		G = 5km to 10km (4)  9.83km ACF from the centre of the site to Cambridge Market.
Distance: Railway Station	How far is the site from an existing or proposed train	R = >800m 5,707m ACF from centre of the site to

	station?	Waterbeach Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated  No capacity constraints identified, safe access can be achieved. No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or non-motorised modes.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information		
Development Sequence	Rural Centre	
Site reference number(s): SC054		
Consultation Reference numbers:		

Site name/address: Land at the rear of 335 High Street, Cottenham

Мар:



**Site description:** The site lies adjacent to the south eastern edge of Cottenham, to the south of the Village College and to rear of residential properties on High Street and Bramley Close. The site comprises open agricultural land with minimal boundary planting, leaving the site exposed to long distance views to the south and east.

Current use(s): Agricultural

Proposed use(s): Residential development with open space.

Site size (ha): South Cambridgeshire: 10.00 ha

Potential residential capacity: 225 dwellings (30 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 and most versatile	AMBER = Minor loss of grade 1 and 2 land  Minor loss of best and most versatile agricultural land (Grades 1 and 2) - small site but all Grade 1.

	agricultural 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?	GREEN = Minimal, no impact, reduced impact  Development unlikely to impact on air quality. Site lies in an area where air quality acceptable.
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. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance. The northern part of the site will be immediately adjacent to Cottenham Village College & Sports Grounds and such short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses but noise not quantified and could be mitigated off site if it is an issue by \$106 but requires full cooperation of College.
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  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).
BIODIVERSITY	·	 
Designated Sites	Will it conserve protected species and protect sites designated for nature conservation	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

	interest, and geodiversity?		No impact on protected sites and species (or impacts could be mitigated). Beach Ditch
	(Including		and Engine Drain County Wildlife Site lies
	International and		approximately 400m to the south.
	locally designated		
Biodiversity	sites) Would		AMPER - Development would have a
blodiversity	development		AMBER = Development would have a negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	enhance		3
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
	and green spaces,		of appropriate mitigation
	through delivery of and access to		Noutral impact (existing features ratained
	green		Neutral impact (existing features retained, or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		AMBER = negative impact on landscape
	enhance the diversity and		character, incapable of mitigation.
	distinctiveness of		Minor Negative Impact (Development
	landscape		conflicts with landscape character, minor
	character?		negative impacts incapable of mitigation) -
			The site is within the Green Belt, adjoining a
			housing development that forms a firm yet
			housing development that forms a firm yet fairly harsh edge. This is a large site in a
			housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the
			housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all
			housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural
			housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural character and setting of the village and
			housing development that forms a firm yet fairly harsh edge. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides. This would alter the current rural

	enhance the diversity and distinctiveness of	townscape character, no satisfactory mitigation measures possible.
	townscape character, including through appropriate design and scale of development?	Significant Negative Impact on historic Assets (incapable of satisfactory mitigation) - The site is adjacent to the Cottenham Conservation Area and Listed Buildings. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop providing a good significant sense of enclosure. This is a large site in a prominent location, jutting out into the countryside, which surrounds the site on all sides, which is poorly related to the built form of the village in a historically sensitive location.
Green Belt	What effect would the development of this site have on Green Belt purposes?	RED = Significant negative impact on Green Belt purposes
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)?	RED = Site contains, is adjacent to, or within the setting of such sites, buildings and features, with potential for significant negative impacts incapable of appropriate mitigation  Significant Negative Impact on historic Assets (incapable of satisfactory mitigation)  - The site is adjacent to the Cottenham Conservation Area. Development would have a major adverse effect due to position and depth of development and loss of significant green rural backdrop and Heritage Asset (C19 building) providing a good significant sense of enclosure. There are three Grade II Listed Buildings adjacent to the northern boundary of the site (1, 2 & 3 EIm Barns), and several Grade II Listed Buildings along High Street (331, 333, 337 & 339 High Street) and development would have a major adverse effect on their setting due to the loss of significant green rural backdrop. 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.
Renewables	NGE Will it support the	AMBER = Standard requirements for
	use of renewable energy resources?	renewables would apply
Flood Risk	Is site within at	GREEN = Flood Zone 1 / low risk

	flood risk?	
	nood risk:	Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed.
	TH 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 minor opportunities for new public open space as the promoter proposes recreation provision as part of the development.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport Facilities	nearest outdoor sports facilities?	Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.  1.2km ACF from centre of the site to Cottenham Recreation Ground.
Distance: Play	How far is the	GREEN =<400m
Facilities	nearest play space for children and teenagers?	Assume onside provision as site of over 200 dwellings, which would be required to deliver on site facilities to meet policy.  1,217m ACF from centre of the site to Cottenham Recreation Ground.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the accommodation needs of Gypsies and Travellers and Travelling Showpeople?	
Distance:	How far is the site	R = >800m
District or Local Centre	from the nearest District or Local centre?	964m from the centre of the site to a point along the High Street / B1049. Services and facilities run a long way along Cottenham High Street.
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  846m ACF from centre of site to Firs House Surgery, Cottenham.
Key Local Facilities	Will it improve quality and range of key local	AMBER = No impact on facilities (or satisfactory mitigation proposed).
	services and	No facilities lost, and no new facilities

	facilities including health, education and leisure (shops, post offices, pubs etc?)	proposed directly as a result of the development.
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  No facilities lost, and no new facilities proposed directly as a result of the development.
Integration with Existing Communities	How well would the development on the site integrate with existing communities?	AMBER = Adequate scope for integration with existing communities
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  Development would have no effect on vitality or viability of existing centres. The indicator is likely to apply particularly to sites which include retail, offices, or leisure uses.
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  0.7km ACF from centre of site to South Cambridgeshire 011B (Fulbourn, including Capital Park, Tesco & Hospitals)
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  Development would have no effect on employment land or premises.
Utilities	Will it improve the level of investment	GREEN = Existing infrastructure likely to be sufficient

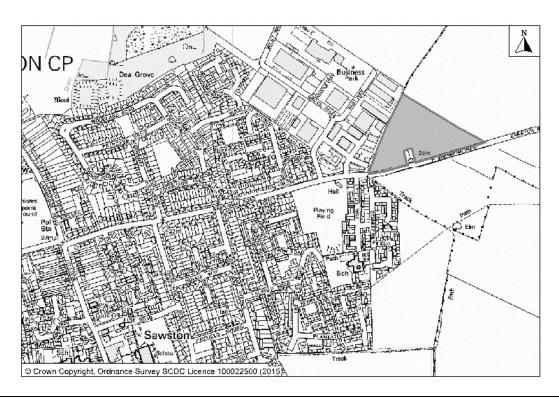
	T	1	
	in key community services and infrastructure, including communications infrastructure and broadband?		Minor Utilities Infrastructure improvements required, but constraints can be addressed. Electricity is likely to require reinforcement. There is insufficient spare mains water capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. Gas is likely to require reinforcement. The sewerage network is approaching capacity and will require investigation and possibly mitigation.
Education Capacity	Is there sufficient education capacity?		RED = School capacity not sufficient, constraints cannot be appropriately mitigated.
			UPDATE: The SHLAA update records that there is no capacity to further extend the primary school. Development of this scale would not be sufficient to deliver a new primary school.  (Score changed from Amber to Red.)
Distance:	How far is the		R = >800m
Primary School	nearest primary school?		1,009m ACF from centre of site to Cottenham Primary School.
Distance: Secondary School	How far is the nearest secondary school?		G = Within 1km (or site large enough to provide new)
			0.4km ACF from centre of site to Cottenham Village College.
TRANSPORT	1		- 9 9-
Cycle Routes	What type of cycle routes are		AMBER = Medium quality off-road path.
	accessible near to the site?		The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. Provision or contribution from this site would result in only minor improvement to cycling facilities. The site should be able to connect to this route.
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
Sustainable	Scoring		GREEN = Score 15-19 from 4 criteria below
Transport Score (SCDC)	mechanism has been developed to consider access to and quality of		Total score of 15.

	public transport,	
	and cycling. Scores	
	determined by the	
	four criteria below.	
	Tour criteria below.	
Distance: bus		G = Within 600m (4)
stop / rail		G = Within 600m (4)
•		ACCOR ACE forms the secretor of the site to the
station		466m ACF from the centre of the site to the
		nearest bus stop (Citi 8).
Frequency of		G = 20 minute frequency (4)
Public		
Transport		
Public		A = 31 to 40 minutes (3)
transport		
journey time to		37 Minutes from Cottenham to Cambridge.
1 .		or will dies from Cotterman to Cambridge.
City Centre		0 51 ( 401 (4)
Distance for		G = 5km to 10km (4)
cycling to City		
Centre		8.21km ACF from the centre of the site to
		Cambridge Market.
Distance:	How far is the site	R = >800m
Railway	from an existing or	
Station	proposed train	5,192m ACF from centre of the site to
Ctation	station?	Waterbeach Station.
Access	Will it provide safe	RED = Insufficient capacity / access.
7.00000	access to the	Negative effects incapable of appropriate
	highway network,	mitigation.
	where there is	<u> </u>
	available capacity?	The site does not appear to have a direct
		link to the adopted public highway.
Non-Car	Will it make the	AMBER = No impacts
Facilities	transport network	
	safer for public	
	transport, walking	
	or cycling facilities?	
	or byoming radinates:	

5	Site Information	
	Development Sequence	Rural Centre
5	Site reference number(s): SC313	
		0010

Consultation Reference numbers: H6 (I&O 2013 part 2)
Site name/address: Land north of Babraham Road, Sawston

Мар:



**Site description:** Arable fields to the east of the village, bounded by hedges to the north with the Dales Manor Business Park beyond. Site wraps around two semi-detached residential properties fronting onto Babraham Road. Adjoins SHLAA sites 154 and 258.

Current use(s): Agricultural

Proposed use(s): Residential

Site size (ha): South Cambridgeshire: 3.64 hectares

Potential residential capacity: 80 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	
	developed	
	land?	
Agricultural	Would	AMBER = Minor loss of grade 1 and 2 land
Land	development lead	-
	to the loss of the	Minor loss of best and most versatile
	best and most	agricultural land (Grades 1 and 2) - Grade
	versatile	2.
	agricultural land?	

Minerals	Will it avoid the		GREEN = Site is not within an allocated or
	sterilisation of economic mineral		safeguarded area.
	reserves?		
POLLUTION		<u> </u>	
Air Quality	Would the		GREEN = Minimal, no impact, reduced
	development of the sites result in an		impact.
	adverse		Development unlikely to impact on air
	impact/worsening		quality. Site lies in an area where air quality
	of air quality?		acceptable.
AQMA	Is the site within or		GREEN = >1,000m of an AQMA, M11, or
	near to an AQMA, the M11 or the		A14
	A14?		
Pollution	Are there potential		GREEN = No adverse effects or capable of
	Odour, light noise		full mitigation
	and vibration		Davidanment compatible with neighbouring
	problems if the site is developed, as a		Development compatible with neighbouring uses.
	receptor or		4000.
	generator		
	(including		
	compatibility with neighbouring		
	uses)?		
Contamination	Is there possible		AMBER = Site partially within or adjacent to
	contamination on		an area with a history of contamination, or
	the site?		capable of remediation appropriate to proposed development (potential to achieve
			benefits subject to appropriate mitigation)
			The site is adjacent to an old railway line
			which may have contaminated land.
			Potential for minor benefits through
Water	Will it protect and		remediation of minor contamination.  GREEN = No impact / Capable of full
vvalci	where possible		mitigation
	enhance the quality		, and the second
	of the water		Development unlikely to affect water quality.
	environment?		The site within Groundwater Source Protection Zone 3 which does not rule out
			development but may influence land use or
			require pollution control measures.
			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	Will it conserve		GREEN = Does not contain, is not adjacent
Sites	protected species and protect sites		to designated for nature conservation or recognised as containing protected species,
	designated for		or local area will be developed as

	naturo		groopenage No or negligible imposts
	nature		greenspace. No or negligible impacts.
	conservation		No impact on protected sites and species
	interest, and		(or impacts could be mitigated).
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		GREEN = Development could have a
	development		positive impact by enhancing existing
	reduce habitat		features and adding new features or
	fragmentation,		network links.
	enhance		Tiotwork illino.
	native species, and		Minor positive impact as there are some
	help deliver habitat		opportunities for enhancement through the
	1		••
	restoration (helping		provision of hedgerows.
	to achieve		
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure)?		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		, p
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
IIIIIastiuctuie			
	and green spaces,		of appropriate mitigation
	through delivery of		
	and access to		Neutral impact (existing features retained,
	green		or appropriate mitigation possible).
	infrastructure?		Assumptions for a neutral impact include
			that appropriate design and mitigation
			measures would be achieved through the
			development process.
LANDSCAPE, 1	TOWNSCAPE AND C	ULTURAL HI	ERITAGE
Landscape	Will it maintain and		GREEN = No impact (generally compatible,
	enhance the		or capable of being made compatible with
	diversity and		local landscape character, or provide minor
	distinctiveness of		improvements)
	landscape		
	character?		Neutral impact (generally compatible, or
	STATAGET:		capable of being made compatible with local
			landscape character). Loss of land in Green
			Bolt would have an advarsa immed as
			Belt would have an adverse impact on
			Green Belt purposes. Assumptions for a
			Green Belt purposes. Assumptions for a neutral impact include that appropriate
			Green Belt purposes. Assumptions for a neutral impact include that appropriate design and mitigation measures would be
			Green Belt purposes. Assumptions for a neutral impact include that appropriate

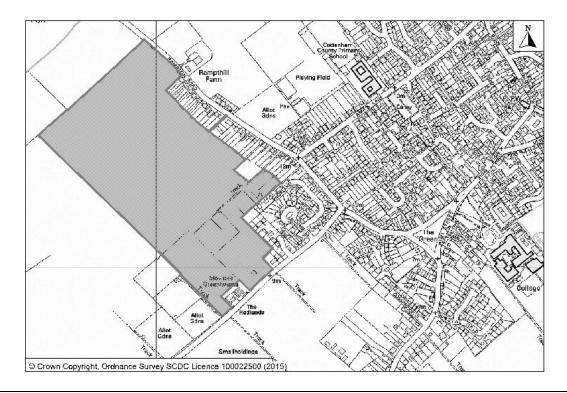
	1	
		have a positive impact upon the landscape
		setting of Sawston provided the design
		makes a generous provision of land to
		ensure a soft green edge to the east.
Townscape	Will it maintain and	GREEN = No impact (generally compatible,
	enhance the	or capable of being made compatible with
	diversity and	local townscape character, or provide minor
	distinctiveness of	improvements)
	townscape	
	character, including	Neutral impact (generally compatible, or
	through	capable of being made compatible with local
	appropriate design	townscape character). Assumptions for a
	and scale of	neutral impact include that appropriate
	development?	design and mitigation measures would be
	·	achieved through the development process.
		Adjoins industrial estate to the west.
Green Belt	What effect would	AMBER = negative impact on Greenbelt
	the development of	purposes
	this site have on	' '
	Green Belt	
	purposes?	
Heritage	Will it protect or	GREEN = Site does not contain or adjoin
	enhance sites,	such buildings, sites or features, and there
	features or areas of	is no impact to the setting
	historical,	Neutral impact (existing features retained,
	archaeological, or	or appropriate mitigation possible).
	cultural interest	or oppropriate transgament processors).
	(including	Archaeological potential will require further
	conservation	information but the assumption for a neutral
	areas, listed	impact is that it is likely appropriate
	buildings,	mitigation can be achieved through the
	registered parks	development process.
	and gardens and	do ronopinioni processi
	scheduled	
	monuments)?	
CLIMATE CHA		
Renewables	Will it support the	AMBER = Standard requirements for
	use of renewable	renewables would apply.
	energy resources?	Tomorisa incana appriy
Flood Risk	Is site at flood risk?	GREEN = Flood Zone 1 / low risk
l lood raion	io ono at nood non	ORELITY FROM LONG TO HOR HOR
		Flood Zone 1 and no drainage issues that
		cannot be appropriately addressed
HUMAN HEALT	⊥ ΓH AND WELL BEING	
Open Space	Will it increase the	GREEN = Assumes minimum on-site
5p3.1 <b>3</b> p400	quantity and quality	provision to adopted plan standards is
	of publically	provided onsite
	accessible open	p.o. aca onone
	space?	Neutral impact (existing features retained or
	opaco:	appropriate mitigation).
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	ONLER - CHAIT OF ORBITO PROVISION
Facilities	sports facilities?	0.4km ACF from centre of the site to playing
1 donities		field south of Babraham Road and west of
	1	note 30th of Dabianam Road and West Of

	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Channing		CDEEN No offeet or would over out the
Shopping	Will it protect the	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres.
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	AMBER = 1-3km
Accessibility	nearest main	
7 1000001011111	employment	1.9km ACF from centre of site to South
	centre?	Cambridgeshire 017D (Babraham Research
	Certife:	Campus & Wellcome Trust Genome
		•
Englished and	NA/ a salal	Campus)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development.
	in the loss of	
	employment land,	
	or deliver new	
	employment land?	
Utilities	Will it improve the	AMBER = Significant upgrades likely to be
	level of investment	required, constraints capable of appropriate
	in key community	mitigation
	services and	
	infrastructure,	Minor Utilities Infrastructure improvements
	including	required, but constraints can be addressed.
	i communications	There is insufficient spare mains water
	communications infrastructure and	There is insufficient spare mains water capacity within the distribution zone to
	infrastructure and	capacity within the distribution zone to
		capacity within the distribution zone to supply the number of proposed properties
	infrastructure and	capacity within the distribution zone to supply the number of proposed properties which could arise if all the SHLAA sites
	infrastructure and	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
	infrastructure and	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 sewerage network is at capacity and will
	infrastructure and	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely
	infrastructure and broadband?	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.
Education	infrastructure and broadband?  Is there sufficient	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient,
Education Capacity	infrastructure and broadband?  Is there sufficient education	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.
	infrastructure and broadband?  Is there sufficient	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated
	infrastructure and broadband?  Is there sufficient education	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant
	infrastructure and broadband?  Is there sufficient education capacity?	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.
	infrastructure and broadband?  Is there sufficient education	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant
Capacity	infrastructure and broadband?  Is there sufficient education capacity?	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.
Capacity  Distance:	Is there sufficient education capacity?	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.
Capacity  Distance: Primary	Is there sufficient education capacity?  How far is the nearest primary	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.  A = 400 - 800m  431m ACF from centre of site to Icknield
Capacity  Distance: Primary	Is there sufficient education capacity?  How far is the nearest primary	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.  A = 400 - 800m
Distance: Primary School Distance:	Is there sufficient education capacity?  How far is the nearest primary school?  How far is the	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.  A = 400 - 800m  431m ACF from centre of site to Icknield Primary School, Sawston.
Distance: Primary School Distance: Secondary	Is there sufficient education capacity?  How far is the nearest primary school?  How far is the nearest secondary	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.  A = 400 - 800m  431m ACF from centre of site to Icknield Primary School, Sawston.  A = 1 to 3 km
Distance: Primary School Distance:	Is there sufficient education capacity?  How far is the nearest primary school?  How far is the	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 sewerage network is at capacity and will require mitigation. Electricity supply is likely to require local and upstream reinforcement.  AMBER = School capacity not sufficient, constraints can be appropriately mitigated  School capacity not sufficient, but significant issues can be adequately addressed.  A = 400 - 800m  431m ACF from centre of site to Icknield Primary School, Sawston.

TRANSPORT		
Cycle Routes	What type of cycle routes are accessible near to the site?	AMBER = Medium quality off-road path.
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
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.	AMBER = Score 10-14 from 4 criteria below  Total Score of 12
Distance: bus stop / rail station		R = Within 1,000m (2)  830m to nearest bus stop ACF (Sawston, Churchfield Avenue)
Frequency of Public Transport		G = 20 minute frequency (4) 20 minute service (Citi 7)
Public transport journey time to City Centre Distance for cycling to City Centre		R = 41 to 50 minutes (2)  41 Minutes (Sawston, Churchfield Avenue to Cambridge, Emmanuel Street)  G = 5km to 10km (4)  9.56km ACF to Cambridge City Centre
Distance: Railway Station	How far is the site from an existing or proposed train station?	R = >800m  3,084m ACF from centre of the site to Whittlesford Station.
Access	Will it provide safe access to the highway network, where there is available capacity?	GREEN = No capacity / access constraints identified that cannot be fully mitigated.  No capacity constraints identified, safe access can be achieved.
Non-Car Facilities	Will it make the transport network safer for public transport, walking or cycling facilities?	AMBER = No impacts

Site Information			
Development Sequence	Rural Centre		
Site reference number(s): SC113			
Consultation Reference numbers:			
Site name/address: Land behind Rampton Road / Oakington Road, Cottenham			

## Мар:



**Site description:** The site is located on the south western edge of Cottenham between Rampton Road and Oakington Road. The site lies to the rear of residential properties and comprises part of a very large arable field to the rear of properties fronting onto Rampton Road and smaller pasture fields fronting onto Oakington Road. The site lies within an area of exposed, open countryside to the south and west.

Note: parts of site have also been submitted as separate sites – the eastern corner as site 260, and the southern corner as site 3.

**Current use(s):** The majority of the site is agricultural use and grassland. However, land to the rear of properties is overgrown.

**Proposed use(s):** A mixed-use development comprising 400 dwellings with local employment and recreation.

Site size (ha): South Cambridgeshire: 26.61 ha

Potential residential capacity: 175 dwellings (30 dph)

LAND		
PDL	Would	RED = Not on PDL
	development make	
	use of previously	No, although there are a couple of disused
	developed	agricultural buildings on the land fronting
	land?	Oakington Road between Greytiles and The
		Redlands.
Agricultural	Would	RED = Significant loss (20 ha or more) of

Land	development lead to the loss of the	grades 1 and 2 land
	best and most versatile agricultural land?	Significant loss (20 hectares or more) of best and most versatile agricultural land (Grades 1 and 2) - the whole site is Grades 1 and 2 (over 26 ha.)
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
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. There is a minor to moderate risk of noise and malodour from North Fen Farm, Rampton, located to the north west of the site. However, there is no history of complaints from existing residential properties along Rampton Road, although these are located slightly further from the farm. Some minor to moderate additional road traffic noise generation impact on existing residential due to development related car movements but dependent on location of site entrance.
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  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).
BIODIVERSITY		
Designated Sites	Will it conserve protected species and protect sites designated for	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

	I noture		graananaa. Na ar naglisible immaata
	nature		greenspace. No or negligible impacts
	conservation		
	interest, and		
	geodiversity?		
	(Including		
	International and		
	locally designated		
	sites)		
Biodiversity	Would		AMBER = Development would have a
Biodivoroity	development		negative impact on existing features or
	reduce habitat		network links but capable of appropriate
	fragmentation,		mitigation
	_		miligation
	enhance		A
	native species, and		Assumptions for a neutral impact are that
	help deliver habitat		existing features that warrant retention can
	restoration (helping		be retained or appropriate mitigation will be
	to achieve		achieved through the development process.
	Biodiversity Action		
	Plan targets, and		
	maintain		
	connectivity		
	between green		
	infrastructure?)		
TPO	Are there trees on		GREEN = Site does not contain or adjoin
	site or immediately		any protected trees
	adjacent protected		, p
	by a Tree		
	Preservation Order		
	(TPO)?		
Green	Will it improve		AMBER = No significant opportunities or
Infrastructure	access to wildlife		loss of existing green infrastructure capable
Imastructure	and green spaces,		of appropriate mitigation
			of appropriate mitigation
	through delivery of		Davalanment would are at a miner
	and access to		Development would create minor
	green		opportunities for new Green Infrastructure
	infrastructure?		as the promoter proposes provision of
			recreation. It may be possible to provide a
			link to the Cottenham Lode a footpath to the
			west of the site.
	TOWNSCAPE AND C	ULTURAL HI	
Landscape	Will it maintain and		RED = Significant negative impact on
	enhance the		landscape character, no satisfactory
	diversity and		mitigation measures possible.
	distinctiveness of		
	landscape		The site forms part of the wider setting of
	character?		the western flank of the village, located on a
			ridge and very visible from the surrounding
			countryside. It will be very visible from the
			Cottenham Lode footpath and is visible
			across the Green Belt from Histon Road to
			the south, therefore development will be
			harmful to the character of this part of the
			village.
			village.

		(UPDATE To reflect SHLAA errata August 2015)
Townscape	Will it maintain and enhance the diversity and distinctiveness of townscape character, including through appropriate design and scale of development?	RED = Significant negative impact on townscape character, no satisfactory mitigation measures possible.  The site forms part of the wider setting of the western flank of the village, located on a ridge and very visible from the surrounding countryside. It will be very visible from the Cottenham Lode footpath and is visible across the Green Belt from Histon Road to the south, therefore development will be harmful to the character of this part of the village.  (UPDATE To reflect SHLAA errata August
		2015)
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
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.
CLIMATE CHA		
Renewables	Will it support the use of renewable energy resources?	AMBER = Standard requirements for renewables would apply
Flood Risk	Is site within at flood risk?	GREEN = Flood Zone 1 / low risk  Flood Zone 1 and no drainage issues that cannot be appropriately addressed.
HUMAN HEALT	TH 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 minor
		opportunities for new public open space as

		the promoter proposes previous of area
		the promoter proposes provision of open
Distance	Harris da da a	space as part of the development.
Distance:	How far is the	GREEN = <1km or onsite provision
Outdoor Sport	nearest outdoor	0.51 - 4.05 (
Facilities	sports facilities?	0.5km ACF from centre of the site to
D		Cottenham Recreation Ground.
Distance: Play	How far is the	AMBER = 400-800m
Facilities	nearest play space	
	for children and	609m ACF from centre of the site to
	teenagers?	Cottenham Recreation Ground.
Gypsy &	Will it provide for	AMBER = No Impact
Traveller	the	
	accommodation	
	needs of Gypsies	
	and Travellers and	
	Travelling	
	Showpeople?	
Distance:	How far is the site	R = >800m
District or	from the nearest	
Local Centre	District or Local	1,099m from the centre of the site to a point
	centre?	along the High Street / B1049. Services
	00.14.01	and facilities run a long way along
		Cottenham High Street.
Distance: City	How far is the site	R = >800m
Centre	from edge of	11 - 2000111
Cernie	defined Cambridge	
	_	
Distance: CD	City Centre?	D = > 000m
Distance: GP	How far is the	R = >800m
Service	nearest health	4.400 - AOF from control of older to The
	centre or GP	1,130m ACF from centre of site to The
	service?	Cottenham Surgery.
Key Local	Will it improve	AMBER = No impact on facilities (or
Facilities	quality and range	satisfactory mitigation proposed).
	of key local	
	services and	No facilities lost, and no new facilities
	facilities including	proposed directly as a result of the
	health, education	development.
	and leisure (shops,	
	post offices, pubs	
	etc?)	
Community	Will it encourage	GREEN = Development would not lead to
Facilities	and enable	the loss of any community facilities or
	engagement in	replacement / appropriate mitigation
	community	possible
	activities?	
		No facilities lost, and no new facilities
		proposed directly as a result of the
		development.
Integration	How well would the	AMBER = Adequate scope for integration
with Existing	development on	with existing communities
Communities	-	with existing confinitionities
Communities	the site integrate	
	with existing	
	communities?	
ECONOMY	· ·	

Danation	Dece it	 AMPED - Not with the second control of the 400/
Deprivation	Does it address	AMBER = Not within or adjacent to the 40%
(Cambridge)	pockets of income	most deprived Super Output Areas within
	and employment	Cambridge according to the Index of
	deprivation	Multiple Deprivation 2010.
	particularly in	
	Abbey Ward and	
	Kings Hedges?	
	Would allocation	
	result in	
	development in	
	deprived wards of	
	Cambridge?	
Channing	Will it protect the	CDEEN - No offeet or would support the
Shopping	•	GREEN = No effect or would support the
	shopping	vitality and viability of existing centres
	hierarchy,	
	supporting the	Development would have no effect on
	vitality and viability	vitality or viability of existing centres. The
	of Cambridge,	indicator is likely to apply particularly to sites
	town, district and	which include retail, offices, or leisure uses.
	local centres?	
Employment -	How far is the	RED = >3km
Accessibility	nearest main	
,	employment	4.4km ACF from centre of site to South
	centre?	Cambridgeshire 006D (Histon, including
	00.16.01	Vision Park)
Employment -	Would	G = No loss of employment land / allocation
Land	development result	is for employment development
Land	in the loss of	is for employment development
	employment land,	Development would support minor
	or deliver new	· · · · · · · · · · · · · · · · · · ·
		additional employment opportunities.
1.14:1:4:	employment land?	ODEEN Eviation infra structure likely to be
Utilities	Will it improve the	GREEN = Existing infrastructure likely to be
	level of investment	sufficient
	in key community	
	services and	Minor Utilities Infrastructure improvements
	infrastructure,	required, but constraints can be addressed.
	including	Electricity is likely to require reinforcement.
	communications	There is insufficient spare mains water
	infrastructure and	capacity within the distribution zone to
	broadband?	supply the number of proposed properties
		which could arise if all the SHLAA sites
		within the zone were to be developed. Gas
		is likely to require reinforcement. The
		sewerage network is approaching capacity
		and will require investigation and possibly
		mitigation.
Education	Is there sufficient	•
		RED = School capacity not sufficient,
Capacity	education	constraints cannot be appropriately
	capacity?	mitigated.
		UPDATE: The SHLAA update records that
		there is no capacity to further extend the
		primary school. Development of this scale
		would not be sufficient to deliver a new

			primary school. (Score changed from Amber to Red.)		
Distance: Primary School	How far is the nearest primary school?		A = 400 - 800m  683m ACF from centre of site to Cottenham Primary School.		
Distance: Secondary School	How far is the nearest secondary school?		A = 1 to 3 km  1.1km ACF from centre of site to Cottenham Village College.		
TRANSPORT					
Cycle Routes	What type of cycle routes are accessible near to the site?		AMBER = Medium quality off-road path.  The only cycle route in Cottenham is along Histon Road towards Cambridge. This comprises a mix of on- and off-road provision, of variable quality. It is a heavily trafficked route with a mix of traffic speeds. This is a large site so provision or contribution from this site could result in significant improvement to cycling facilities.		
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		
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 15.		
Distance: bus stop / rail station			G = Within 600m (4)  283m ACF from the centre of the site to the nearest bus stop (106 service).  450m ACF from the centre of the site to the nearest bus stop (Citi 8).		
Frequency of Public Transport			G = 20 minute frequency (4)  106 service - less than hourly service.  Citi 8 - 20 Minute Service.		

Public		A = 31 to 40 minutes (3)
transport journey time to City Centre		43 Minutes from Cottenham to Ely.
-		37 Minutes from Cottenham to Cambridge.
Distance for		G = 5km to 10km (4)
cycling to City Centre		8.85km ACF from the centre of the site to Cambridge Market.
Distance:	How far is the site	R = >800m
Railway Station	from an existing or proposed train station?	6,456m ACF from centre of the site to Waterbeach Station.
Access	Will it provide safe access to the	GREEN = No capacity / access constraints identified that cannot be fully mitigated
	highway network, where there is available capacity?	No capacity constraints identified, safe access can be achieved. Assumption is that a fairly large proportion of trips might reasonably be accommodated by the A14, but limitations on the county's network could result in localised diversionary trips on the A14 and M11 and this in turn may limit the capacity of these routes to accommodate new development. Conversely, these settlements are reasonably likely to be able to be served by public transport or nonmotorised modes. It should be possible to provide safe road access onto Rampton Road and Oakington Road. The County Council are concerned about the Rampton Road / Oakington Road junction, however the developer's illustrative masterplan proposes a road through the development which could help alleviate capacity at this junction.
Non-Car	Will it make the	GREEN = Significant improvements to
Facilities	transport network safer for public	public transport, cycling, walking facilities
	transport, walking or cycling 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. This is a large site, so provision or contribution from this site would result in significant improvement to public transport, walking or cycling facilities.