

**Cambridge Local Plan and South Cambridgeshire Local Plan**

**Matter 9: Cambridge East**

- 1.1 The Councils raised as part of their Matter 8 and Matter 9 Statements<sup>1</sup> the prospect of additional land currently allocated in the Cambridge East Area Action Plan (CEAAP) being capable of coming forward for development in the area north of Cherry Hinton beyond that identified in the submitted Local Plans.
- 1.2 Paragraphs 85 and 86 of the Councils' Matter 9 statement<sup>2</sup> outline the current position in relation to Cambridge Airport and explain the position in relation to the submitted Local Plans. The Plans aimed to carry forward allocations in the Local Plans for the parts of the Area Action Plan (AAP) allocation that were considered deliverable and developable within the Plan period whilst the Airport remains in operation, with the remainder to be safeguarded for development after 2031. This approach is consistent with the development strategy and making the best use of suitable and deliverable land at the top two stages in the development sequence, within and on the edge of Cambridge.
- 1.3 At the time the Proposed Submission Local Plans were prepared in 2013, the Councils appropriately considered the extent to which land North of Teversham Drift/ Cherry Hinton could confidently come forward for development within the Plan period whilst the airport was operational. The extent of land that was considered to be developable within the Plan period was discussed with all relevant landowners. Having regard to these discussions, the Councils adopted a cautious approach and, in the interest of ensuring a robust development strategy, allocations during the plan period were limited to R41, R40 and SS/3 so as to reflect landowner intentions in this area at that time.
- 1.4 Since the Local Plans were submitted for examination in March 2014, discussions have been ongoing with Marshall and the White family with a view to bringing forward development of R40 and SS/3 earlier than anticipated when the Plans were prepared. The housing trajectories accompanying the Proposed Submission Local Plan envisaged first house completions in 2021, whilst the latest housing trajectories assume first completions in 2017. A consequence of these discussions has been a change in their respective intentions for development of their land. The result of this change in circumstances is that there is now confidence in the delivery of a larger part of the AAP allocation North of Teversham Drift/ Cherry Hinton within the Plan period than had been anticipated at the plan preparation and submission stage.
- 1.5 In effect this would mean rather than convert so much of the current AAP allocation into safeguard land North of Teversham Drift / Cherry Hinton, which is the position currently in the submitted Local Plans, there is potential for more of the current AAP

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<sup>1</sup> M8/CCC&SCDC, paragraph 55 and M9/CCC&SCDC, paragraph 99

<sup>2</sup> M9 - CCC 7 SCDC

allocation to be carried forward for development. This approach would avoid unnecessary sterilisation of land at the second stage of the development sequence. It is considered that the Local Plans would not be sound if they propose converting an adopted allocation to safeguarded land when it can be demonstrated that a larger part of the current allocation can be carried forward, maximising development potential in this sustainable location.

- 1.6 A technical assessment has been undertaken for a parcel of land north of Teversham Drift/Cherry Hinton wrapping around the existing urban area and joining allocations R41 and R40 / SS/3. This assessment demonstrates that the land is suitable for allocation for approximately 400 dwellings (proposed allocation R46). The assessment methodology includes an element of sustainability appraisal although it is recognised that a full SA would be required if a modification is taken forward.
- 1.7 Moreover, as a result of the discussions, it is considered that a wider area of land north of Cherry Hinton presently safeguarded in the submitted Plans is capable of being developed during the Plan period with the Airport remaining operational. However, at this stage it is not possible to define a specific boundary. Part of the wider area of land lies close to an operational runway and this necessitates the need for detailed environmental assessment to be undertaken in order to define the precise extent of land that would provide a suitable environment for residential development. It is also important for masterplanning to be undertaken to ensure that further development capable of coming forward with the Airport still operating would not prejudice the longer term development of the wider Cambridge East development envisaged by the AAP if the Airport becomes available in the longer term. Both these issues are best addressed through the planning application process, with a view to maximising the delivery of land at the second stage in the development sequence and the proposed approach provides flexibility to achieve that objective. The landowner is now content for this additional area to be brought forward for development during the Plan period on the basis set out above. In addition, the Councils have confirmation from Marshall as Airport operator that the area of land north of Cherry Hinton could in principle be developed without compromising the safe operation of the Airport subject to detailed design at the planning application stage. A letter of support from Marshall as the Airport operator is attached at Appendix 3.
- 1.8 In view of these changes in circumstances, the Councils are proposing major modifications to:
- include a new allocation in the Cambridge Local Plan for north of Teversham Drift /Cherry Hinton between allocations R41 and R40 / SS/3 (called R46).
  - identify a new broad location for development on land south of the Green Corridor in both Local Plans. This land is identified on the policies maps and takes into consideration the continued safe operation of Cambridge Airport. This broad location is consistent with the policy objective to carry forward and deliver as much of the current allocation as possible. This approach would allow further land within this broad location to come forward for development without needing a review of the plans. In view of the need for further work through the planning application process to identify particular areas of land, it is not proposed to

include any assumption for particular dwelling numbers in the housing trajectory, until such time as there is greater clarity on deliverable numbers.

- The safeguarded area south of the Green Belt corridor is amended to only include the runway and adjoining operational Airport land where there are known constraints on development, in particular in relation to building heights and noise.

- 1.9 Proposed major modifications to Policy 12 in the Cambridge Local Plan and Policy SS/3 in the South Cambridgeshire Local Plan are set out in Appendix 1 and the technical assessment for the new proposed allocation, R46, is included at Appendix 2. The modification to Policy SS/3 also updates the number of dwellings for Land North of Newmarket Road from 1,200 to 1,300 dwellings reflecting the current planning application, and the number of dwellings included in the latest housing trajectory.
- 1.10 This approach is supported by both Marshall and the White family and Statements of Common Ground have been agreed<sup>3</sup>.

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<sup>3</sup> RD/SCG/350 and RD/SCG/360

## Appendix 1: Proposed Modifications to Policy SS/3 and Policy 12.

### Proposed Major Modification, South Cambridgeshire Local Plan:

Amend Policy SS/3 as follows (deletions ~~struckthrough~~, additions underlined):

#### Policy SS/3: Cambridge East

- ~~1. Land at Cambridge East, including Cambridge Airport, shown on the Policies Map, is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once flying activities cease and following a review of the Cambridge East Area Action Plan (AAP). Land north of Newmarket Road and land north of Cherry Hinton (to be developed in conjunction with adjoining land in Cambridge), are allocated for residential development within the plan period. Proposals for residential development on these sites, as shown on the Policies Map, will only be supported if:~~
  - ~~a. It can be shown that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and~~
  - ~~b. Due consideration has been given to safeguarding the appropriate future development of the wider site.~~
  - ~~c. There would not be a safety risk from the continued authorised use of Cambridge Airport.~~
- ~~2. It is anticipated that land north of Newmarket Road will deliver approximately 1,200 dwellings. Land north of Cherry Hinton will deliver approximately 110 dwellings in South Cambridgeshire.~~
- ~~4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.~~
1. Land at Cambridge East is allocated for development as shown on the Policies Map:
  - a) Land north of Newmarket Road will deliver approximately 1,300 dwellings during the plan period.
  - b) Land north of Cherry Hinton will deliver approximately 110 dwellings during the plan period (together with land allocated in Policy 12 of the Cambridge Local Plan).
  - c) Land south of the Green Belt corridor is allocated as a broad location for growth during the plan period, subject to addressing constraints arising from the continued authorised use of Cambridge Airport.

**2. Proposals for residential development on sites a), b) and c), as shown on the Policies Map, will only be supported if:**

**d) It can be shown that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and**

**e) Due consideration has been given to safeguarding the appropriate future development of the wider site; and**

**f) There would not be a safety risk from the continued authorised use of Cambridge Airport.**

**3. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review both of this policy and of the Cambridge East Area Action Plan.**

**4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.**

3.24 Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension. This was dependant on the relocation of current activities at the airport. Marshall had been actively looking into relocation options for the airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and that they intended to remain at Cambridge Airport for the foreseeable future.

3.25 In reviewing the future options for this large site, Cambridge City Council and South Cambridgeshire District Council have concluded that it is appropriate that this the site allocated in the AAP remain out of the Green Belt ~~and be safeguarded as a strategic reserve of land to be developed at a later date.~~ The corridor of Green Belt running from Coldham's Common to Teversham will remain as Green Belt. ~~Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.~~

~~3.26 This policy replaces both policies CE/3 and CE/35. This policy safeguards the main airport site for longer term development needs beyond 2031. Were circumstances to change, a review of this policy and the Cambridge East AAP could examine the consequences of the change.~~

~~3.27~~ 3.26 There is potential for residential development for a number of parcels of land There is an opportunity during the plan period to deliver residential development on parts of Cambridge East while the airport remains on the site. A number of specific sites and a broad location south of the Green Corridor are allocated in Policy SS/3 (1) and Policy 12 (1) of the Cambridge Local Plan (see Figure 7). These were identified in the AAP as capable of coming forward ahead of the Airport site, and potentially without it. Careful consideration of how the on-going airport activities will interact with any new residential use will be needed at the planning application stage to ensure that the new homes have a high level of amenity, and that the continued

authorised use of the airport would not be compromised. Any development that comes forward in advance of the wider site will have to be carefully planned and demonstrate that it is capable of working both with and without the wider development, so as not to prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available. This policy makes it clear that these areas are not part of the wider safeguarded site and are allocated to come forward for development before 2031.

3.27 This policy safeguards the main airport site for longer-term development needs beyond 2031. Were circumstances to change, a review both of this policy and the Cambridge East AAP could examine the consequences of the change. Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.

### **Proposed Major Modification, Cambridge Local Plan:**

Amend Policy 12 as follows (deletions ~~struckthrough~~, additions underlined):

#### **Policy 12: Cambridge East**

~~Within the administrative area of Cambridge City Council, land at Cambridge East, including Cambridge Airport, is safeguarded for longer-term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of the Cambridge East AAP.~~

~~Land north of Newmarket Road, land north of Coldham's Lane and land north of Teversham Drift, as shown on Figure 3.2, is allocated for residential development within the plan period. Proposals for residential development on sites will only be supported if:~~

- ~~a. it can be shown that environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and~~
- ~~b. due consideration has been given to safeguarding the appropriate future development of the wider site.~~

~~Where it can be clearly demonstrated that residential development will impede the ongoing safe use of Cambridge Airport, proposals will be refused.~~

~~This policy replaces policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.~~

1. Land at Cambridge East is allocated for development as shown on the Policies Map:

- a) Land north of Newmarket Road during the plan period (R45).
- b) Land north of Coldham's Lane during the plan period (R41).

- c) Land north of Church End during the plan period (R46).
  - d) Land north of Teversham Drift during the plan period (R40) (together with land allocated in Policy SS/3 of the South Cambridgeshire Local Plan).
  - e) Land south of the Green Belt corridor is allocated as a broad location for growth during the plan period, subject to addressing constraints arising from the continued authorised use of Cambridge Airport.
- 2. Proposals for residential development on sites a), b), c), d) and e), as shown on the Policies Map, will only be supported if:**
- f) It can be shown that environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and
  - g) Due consideration has been given to safeguarding the appropriate future development of the wider site; and
  - h) There would not be a safety risk from the continued authorised use of Cambridge Airport.
- 3. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review both of this policy and of the Cambridge East Area Action Plan.**
- 4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.**
- 3.15 Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension to the city. This was dependent on the relocation of current activities at the airport. The Marshall Group had been actively looking into relocation options for the airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and they intended to remain at Cambridge Airport for the foreseeable future.
- 3.16 In reviewing the future options for this large site, Cambridge City Council and South Cambridgeshire District Council have concluded that it is appropriate that this the site allocated in the AAP remain out of the Green Belt. ~~and be safeguarded as a strategic reserve of land to be developed at a later date.~~ The corridor of Green Belt running from Coldham's Common to Teversham will remain as Green Belt. ~~Policies in the existing Cambridge East AAP will remain other than policies CE/3 and CE/35. For areas within Cambridge City Council's administrative area, this policy replaces both policies CE/3 and CE/35. This policy safeguards the main airport site for longer term development needs beyond 2031. If circumstances changed, a review of this policy and the AAP could examine the consequences of the change in circumstances.~~
- 3.17 ~~There is potential for residential development on several smaller parcels of land~~ There is an opportunity during the plan period to deliver residential development on parts of Cambridge East while the airport remains on the site. A number of specific

sites and a broad location South of the Green Corridor are allocated in Policy 12 (1) and Policy SS/3 (1) of the South Cambridgeshire Local Plan (see Figure 3.2). These were identified in the AAP as capable of coming forward ahead of the Airport site, and potentially without it. Careful consideration of how the ongoing airport activities will interact with any new residential use will need to be undertaken at the planning application stage, to ensure that the new residences have an acceptable level of amenity, and that they do not impede on the ongoing use of the airport. In terms of how any development might impede use of the airport, it will be for the airport operators to demonstrate how the development does this. Any development that comes forward in advance of the wider site will have to be carefully planned so that it is capable of working both with and without the wider development, so as not to prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available. This policy makes it clear that these areas are not part of the wider safeguarded site and could come forward for development before 2031. ~~, if the site becomes available and following a review of the Cambridge East AAP.~~

3.17A This policy safeguards the main airport site for longer-term development needs beyond 2031. Were circumstances to change, a review of this policy and the Cambridge East AAP could examine the consequences of the change. Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.

## Appendix B

*New row below R45, reading as follows:*

R46	<u>Land north of Church End</u>	12.84	Agricultural	448 dwellings	<ul style="list-style-type: none"> <li>o <u>Potential amenity issues associated with ongoing airport activity will require mitigation</u></li> <li>o <u>Site will need careful review of highway access</u></li> </ul>	<ul style="list-style-type: none"> <li>o <u>Allocated within the Cambridge East AAP 2008</u></li> <li>o <u>Local Plan re-allocation</u></li> </ul>
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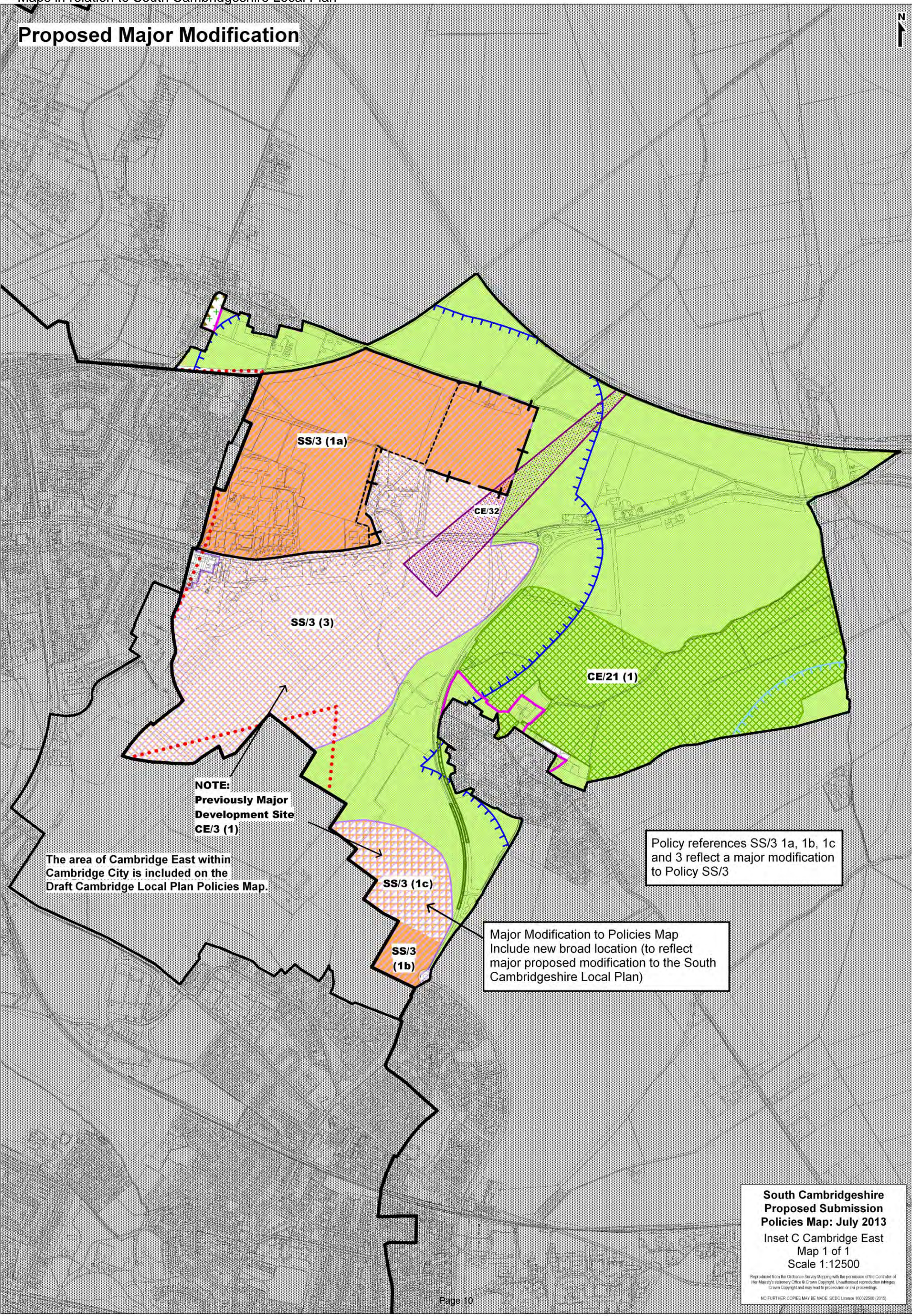
### Why the modifications are needed for soundness reasons:

- **Positively prepared.** It would not be positive for the Local Plans to convert an existing allocation to safeguarded land if it can reasonably be brought forward for development to help meet objectively assessed development requirements whilst the airport remains in operation. The exact boundary of the land that could be so developed north of Cherry Hinton is more extensive than is currently allocated for development in the Local Plans via sites SS/3, R40 and R41. Statements of Common Ground agreed in March 2015 with the Marshall Group and the White Family (RD/SCG/210 and RD/SCG/220) both refer to their intention to bring forward additional land for development whilst the airport remains in operation.
- **Justified.** It would not be reasonable or appropriate to convert an existing allocation to safeguarded land for development beyond 2031 that could reasonably be developed before then with the Airport remaining in operation. Development on the edge of Cambridge is highly sustainable being high in the development sequence.
- **Effective.** The landowners both agree that additional land north of Cherry Hinton is deliverable over the plan period. The City Council and South Cambridgeshire District Council are working closely together to ensure delivery of the maximum area of land appropriate with the Airport remaining operational, consistent with the objectives of the AAP and the submitted Local Plans.
- **Consistent with national policy.** The land is highly sustainable being on the edge of Cambridge and not in the Green Belt, having been released from the Green Belt in the current adopted plans for development. Any alternative sites on the edge of Cambridge would be in the Green Belt and so development of those sites would not be in accordance with the Green Belt policies of the NPPF.





# Proposed Major Modification



**NOTE:**  
Previously Major  
Development Site  
CE/3 (1)

The area of Cambridge East within  
Cambridge City is included on the  
Draft Cambridge Local Plan Policies Map.

Policy references SS/3 1a, 1b, 1c  
and 3 reflect a major modification  
to Policy SS/3

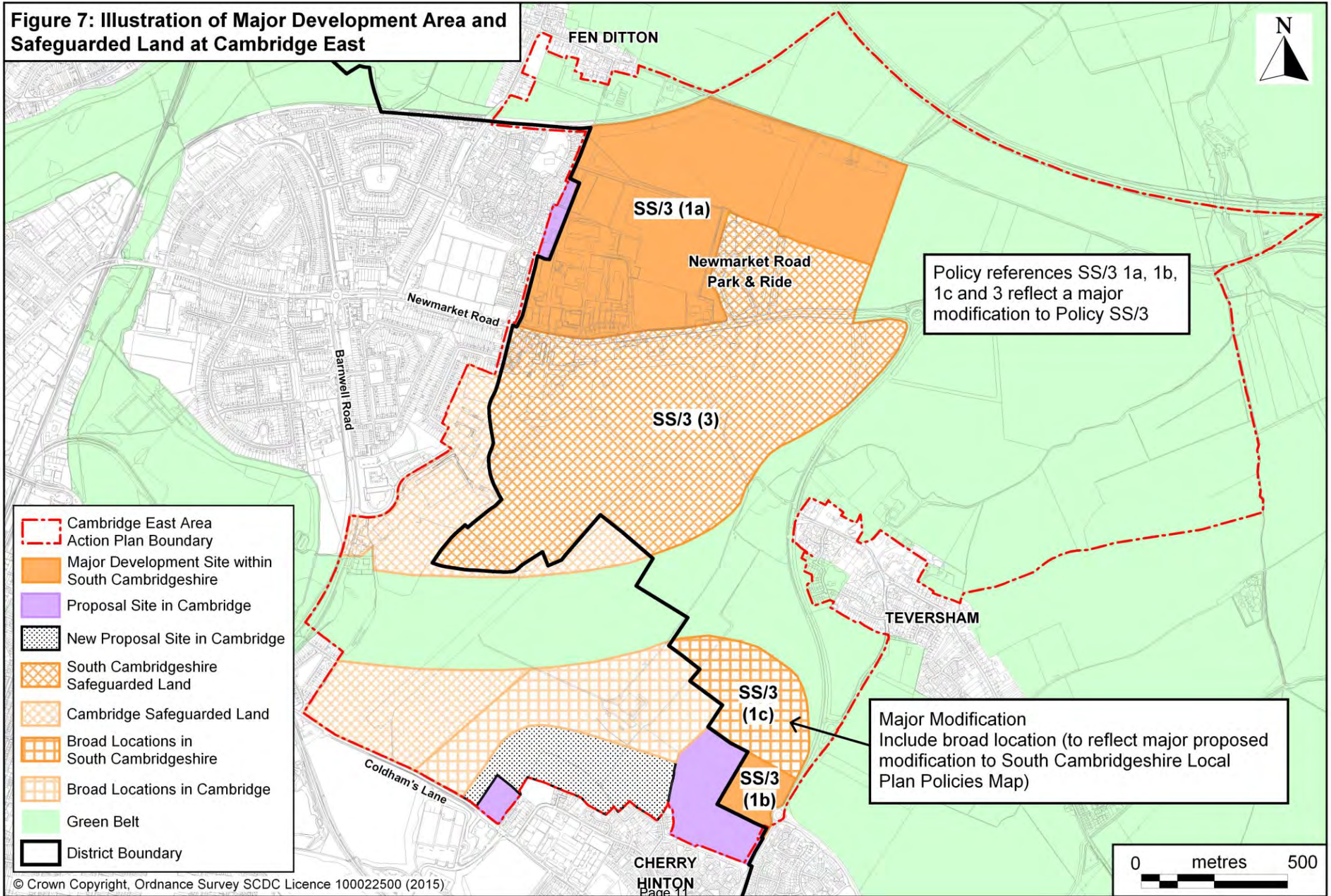
Major Modification to Policies Map  
Include new broad location (to reflect  
major proposed modification to the South  
Cambridgeshire Local Plan)

**South Cambridgeshire  
Proposed Submission  
Policies Map: July 2013**  
Inset C Cambridge East  
Map 1 of 1  
Scale 1:12500

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**Figure 7: Illustration of Major Development Area and Safeguarded Land at Cambridge East**



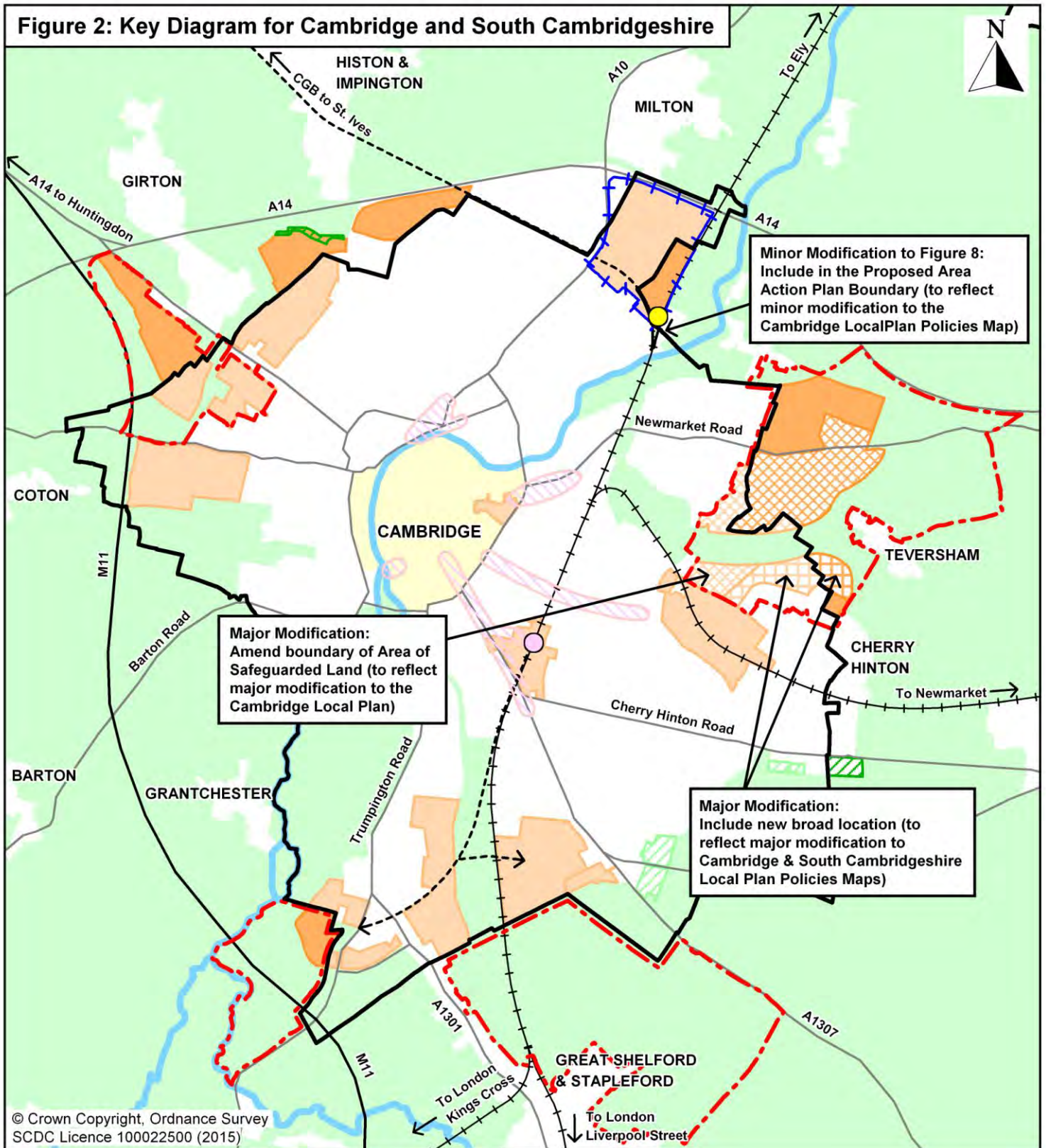
Policy references SS/3 1a, 1b, 1c and 3 reflect a major modification to Policy SS/3

Major Modification Include broad location (to reflect major proposed modification to South Cambridgeshire Local Plan Policies Map)

- Cambridge East Area Action Plan Boundary
- Major Development Site within South Cambridgeshire
- Proposal Site in Cambridge
- New Proposal Site in Cambridge
- South Cambridgeshire Safeguarded Land
- Cambridge Safeguarded Land
- Broad Locations in South Cambridgeshire
- Broad Locations in Cambridge
- Green Belt
- District Boundary



**Figure 2: Key Diagram for Cambridge and South Cambridgeshire**



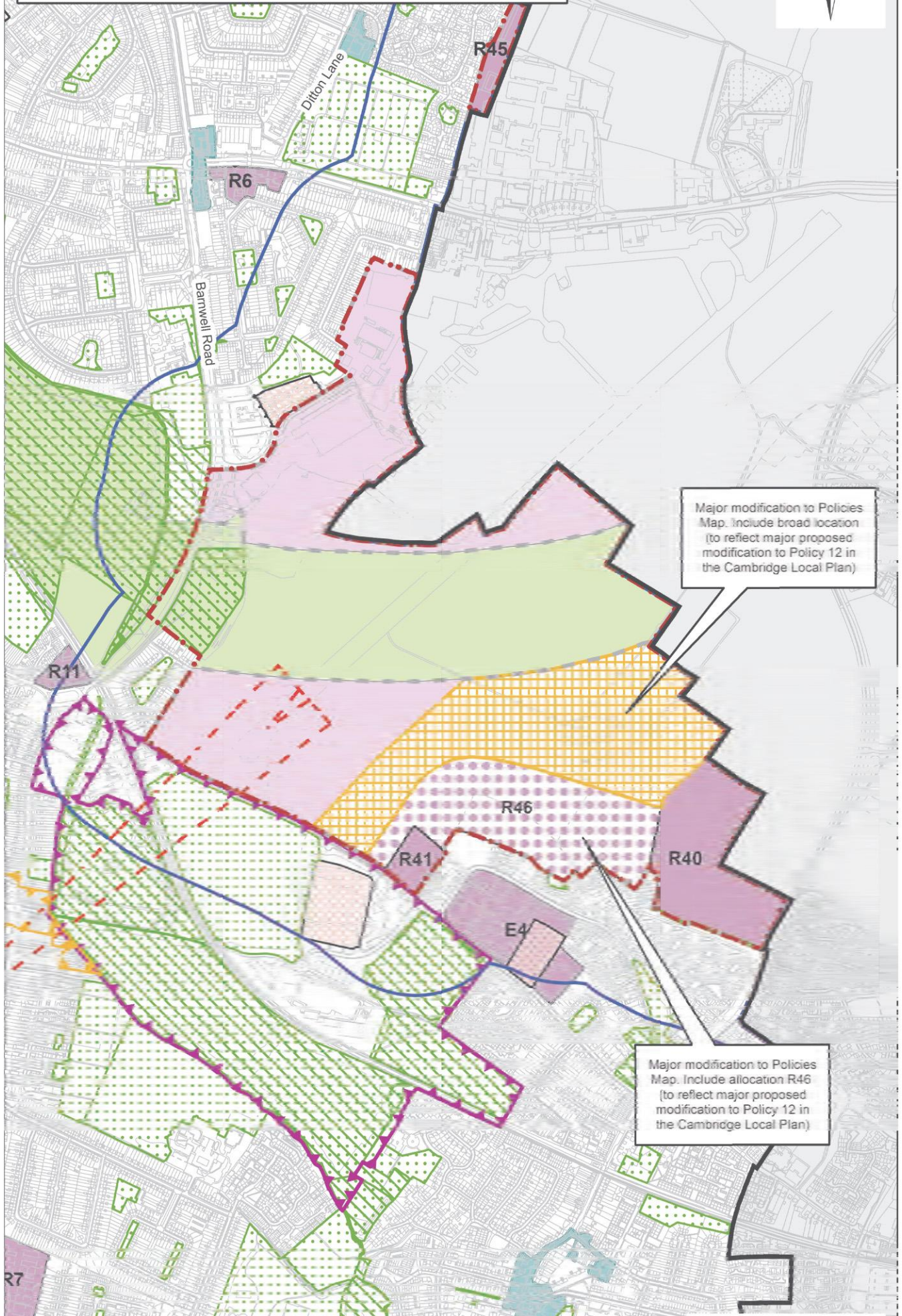
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- |  |   |   |
|--|---|---|
| Area Action Plan Boundary                            | Broad Locations in Cambridge                                    | Cambridgeshire Guided Busway (CGB)                |
| Proposed Area Action Plan Boundary                   | Green Belt  | Major Road  |
| Major Development Site within South Cambridgeshire   | Site to be released from the Green Belt in South Cambridgeshire | Railway Line                                      |
| Area of Major Change within Cambridge                | Site to be released from the Green Belt in Cambridge            | Train Station                                     |
| Area of Safeguarded Land within South Cambridgeshire | Cambridge City Centre   | Proposed Science Park Station New Railway Station |
| Area of Safeguarded Land within Cambridge            | Opportunity Area in Cambridge                                   | River Cam   |
| Broad Locations in South Cambridgeshire              | District Boundary   |   |

**Areas identified in Cambridge are indicative only and subject to confirmation via review of the Cambridge Local Plan**



Maps in relation to Cambridge Local Plan  
**Proposed Major Modification**  
**Policies Map Extract: Cambridge East**



Major modification to Policies Map. Include broad location (to reflect major proposed modification to Policy 12 in the Cambridge Local Plan)

Major modification to Policies Map. Include allocation R46 (to reflect major proposed modification to Policy 12 in the Cambridge Local Plan)





## Legend

-  Proposed Extension to Area of Major Change
-  New Proposal Site
-  Broad Location
-  Cambridge City Boundary
-  Conservation Area
-  Protected Open Space
-  Open Space - North West Cambridge Area Action Plan
-  Site of Special Scientific Interest
-  City Wildlife, County Wildlife and Local Nature Reserve
-  Green Belt
-  Strategic District Heating Area
-  Cambridge Airport Public Safety Zone
-  City Centre
-  Primary Shopping Frontage
-  Secondary Shopping Frontage
-  Primary Shopping Area
-  District, Local or Neighbourhood Centre
-  Protected Industrial Site
-  Indicative Boundary of National Geological Interest (inc. 10m buffer)
-  Proposal Site
-  Major Development - North West Cambridge Area Action Plan
-  City Safeguarded Land
-  Opportunity Area
-  Area of Major Change
-  Area Action Plan

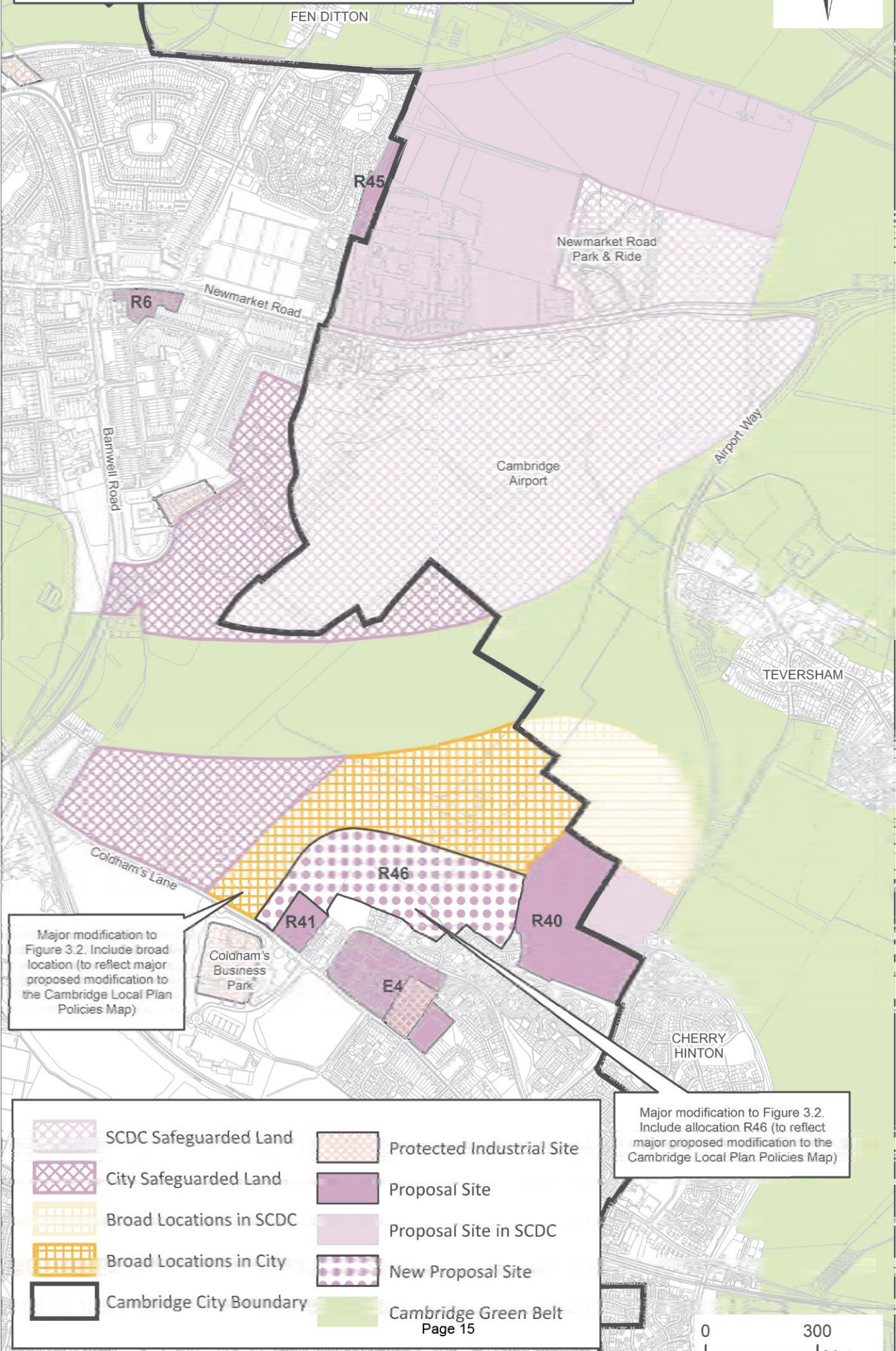
## MINERAL AND WASTE SAFEGUARDING

-  Mineral Safeguarding Area - Sand and Gravel
-  Allocation
-  Area of Search
-  Existing Site
-  Transport Safeguarding Area
-  Waste Consultation Area
-  Waste Water Treatment Works Safeguarding Area



# Proposed Major Modification

## Figure 3.2: Illustration of Cambridge East



Major modification to Figure 3.2. Include broad location (to reflect major proposed modification to the Cambridge Local Plan Policies Map)

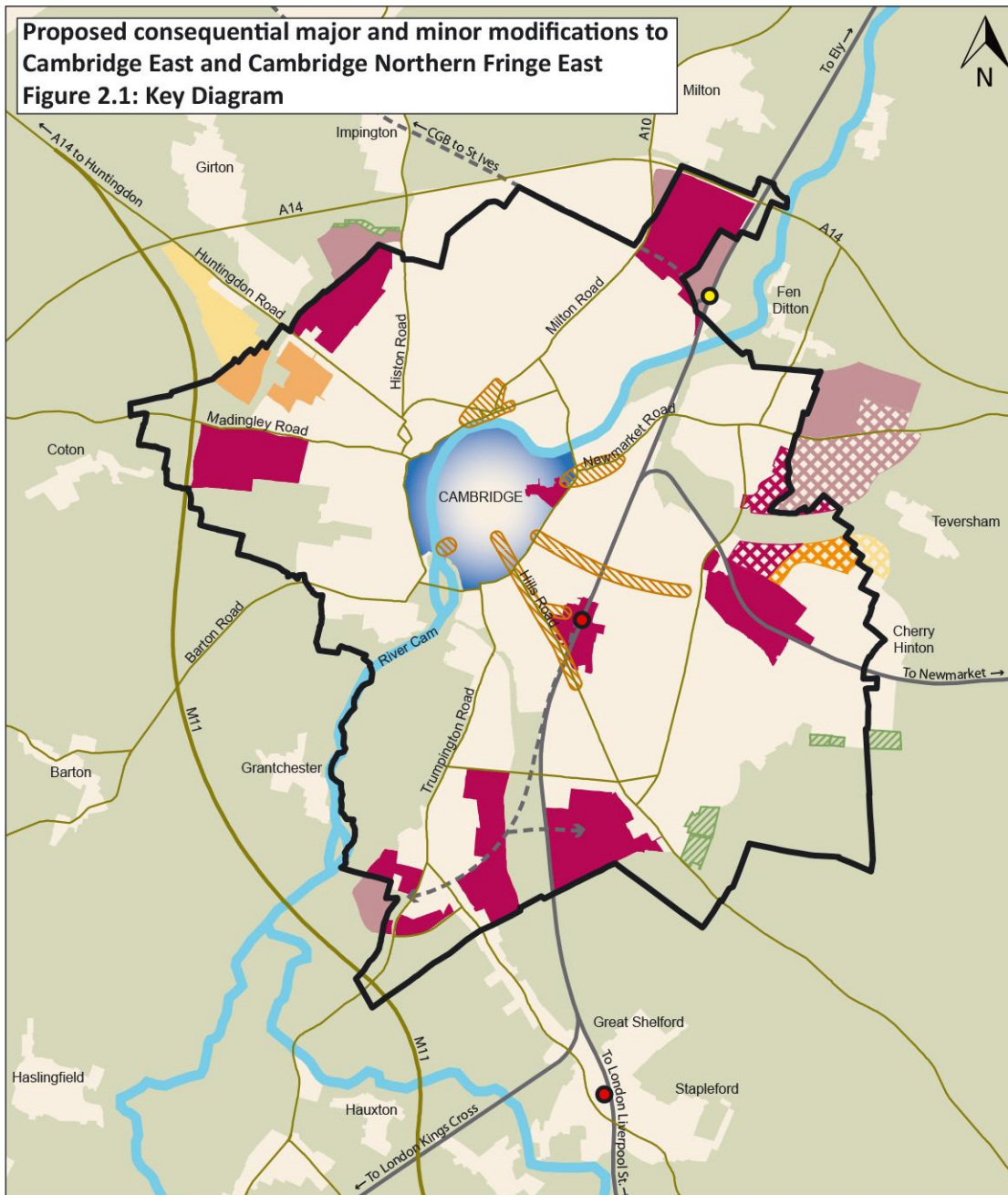
Major modification to Figure 3.2. Include allocation R46 (to reflect major proposed modification to the Cambridge Local Plan Policies Map)

- |  |                         |  |                           |
|--|-------------------------|--|---------------------------|
|  | SCDC Safeguarded Land   |  | Protected Industrial Site |
|  | City Safeguarded Land   |  | Proposal Site             |
|  | Broad Locations in SCDC |  | Proposal Site in SCDC     |
|  | Broad Locations in City |  | New Proposal Site         |
|  | Cambridge City Boundary |  | Cambridge Green Belt      |





**Proposed consequential major and minor modifications to Cambridge East and Cambridge Northern Fringe East**  
**Figure 2.1: Key Diagram**



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- City boundary
- Major road
- River Cam
- City centre
- Train Station
- Railway Line
- Cambridgeshire Guided Busway (CGB)
- Green Belt
- Proposed Science Park Station
- Area of Major Change within Cambridge
- Area of Major Change within South Cambridgeshire
- Area of safeguarded land within Cambridge
- Area of safeguarded land within South Cambridgeshire
- Area of North West Cambridge Area Action Plan within Cambridge
- Area of North West Cambridge Area Action Plan within South Cambridgeshire
- Broad location in Cambridge
- Broad location in South Cambridgeshire
- Site to be released from the Green Belt
- Opportunity Area

Areas identified in South Cambridgeshire are indicative only and subject to confirmation via a review of the South Cambridgeshire Local Plan.



**Appendix 2**

**Cambridge Local Plan 2014 – Draft Submission Plan**

**Site R46 – land north of Church End,  
Cherry Hinton**

**Site Assessment**

**April 2015**

## Cambridge City Sites Assessment Pro forma

<b>Site Information</b>	
<b>Site reference number(s):</b> R46	
<b>Site name/address:</b> Land north of Church End (land wrapping around the existing urban area and joining allocations R41, R40 and SS/3)	
<b>Functional area (taken from SA Scoping Report):</b>	
<b>Map</b>	
<b>Site description:</b> Open agricultural land to the southeast of Cambridge Airport and north of Church End, adjacent to proposed site allocation R40: Land north of Teversham Drift and site allocation R41: Land north of Coldham's Lane.	
<b>Current use:</b> Agriculture	
<b>Proposed use(s):</b> Residential	
<b>Site size (ha):</b> 12.8ha	
<b>Assumed net developable area:</b> -	
<b>Assumed residential density:</b> 35dph (R40 assumes 40dph however 35dph is considered more appropriate due to height restrictions required by the adjacent airport)	
<b>Potential residential capacity:</b> 448 (448 in Cambridge City)	
<b>Existing Gross Floorspace:</b> -	
<b>Proposed Gross Floorspace:</b> -	
<b>Site owner/promoter:</b> Known	
<b>Landowner has agreed to promote site for development?:</b> Yes	
<b>Site origin:</b> Cambridge East Area Action Plan	

**Relevant planning history:**

The area is allocated through the Cambridge East AAP, specifically 'Policy CE/35 – Phasing of North Cherry Hinton' which allows some limited development adjacent to the operating airport, subject to environmental and health impact assessment.

**Level 1****Part A: Strategic Considerations****Flood Risk**

Criteria	Performance	Comments
<p>Is site within a flood zone?</p> <p><i>The assessment will address whether the proposed use is considered suitable for the flood zone with reference to the Council's Strategic Flood Risk Assessment.</i></p> <p><i>In line with the requirements of the NPPF a sequential test will be applied when determining the allocation of new development in order to steer development to areas with the lowest probability of flooding (Zone 1).</i></p> <p><i>Sites that fall within Flood Zone 3 will only be considered where there are no reasonably available sites in Flood Zones 1 or 2, taking into account the flood risk vulnerability of land uses and applying the Exceptions Test as required.</i></p>	<p><b>R</b> = Flood risk zone 3  <b>A</b> = Flood risk zone 2  <b>G</b> = Flood risk zone 1</p>	Green: Flood zone 1, lowest risk of fluvial flooding.
<p>Is site at risk from surface water flooding?</p> <p><i>In addition to identifying whether site is in a high risk flood zone, consideration needs to be given to the risk of surface water flooding on the site. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the City is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the risk. Consideration should also be given to the scope for appropriate mitigation, which could reduce the level of risk on site and potentially reduce flood risk elsewhere (for example from site run-off).</i></p>	<p><b>R</b> = High risk,  <b>A</b> = Medium risk  <b>G</b> = Low risk</p>	Amber: Some risk of surface water flooding around the periphery and middle of the site. Capable of mitigation although could affect site density.

**Land Use / Green Belt**

Criteria	Performance	Comments
Will allocation make use of previously developed land (PDL)?	<p><b>R</b> = Not on PDL  <b>A</b> = Partially on PDL</p>	Amber: Partially on PDL 8% Grade 2 agricultural land 59% Non-agricultural land

<p><i>The NPPF promotes the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value.</i></p>	<p><b>G = Entirely on PDL</b></p>	<p>32% Urban</p>
<p>Will the allocation lead to loss of land within the Green Belt?</p> <p><i>There is a small amount of Green Belt within the built up area of the City, such as Stourbridge Common, Coldham's Common and along the River Cam corridor. The Green Belt at the fringe of the City is considered in more detail in the joint pro forma with SCDC which looks at sites on the fringe of the City.</i></p>	<p><b>R = Site is in the Green Belt</b> <b>G = Site is not in the Green Belt</b></p>	<p>Green: Site is not in the Green Belt. Green Belt site was released as part of the 2006 Cambridge Local Plan &amp; Cambridge East AAP</p>
<p><b>Impact on national Nature Conservation Designations</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Would allocation impact upon a Site of Special Scientific Interest (SSSI)?</p> <p><i>The assessment will take into account the reasons for the SSSI's designation and the potential impacts that development could have on this.</i></p>	<p><b>R = Site is on or adjacent to an SSSI with negative impacts incapable of mitigation</b> <b>A = Site is on or adjacent to an SSSI with negative impacts capable of mitigation</b> <b>G = Site is not near to an SSSI with no or negligible impacts</b></p>	<p>Green: Site is not near to an SSSI with no or negligible impacts</p>
<p><b>Impact on National Heritage Assets</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Will allocation impact upon a Scheduled Ancient Monument (SAM)?</p> <p><i>Scheduling is the process through which nationally important sites and monuments are given legal protection. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significance, notably scheduled monuments, to be wholly exceptional. As such consideration needs to be given to the impact that development could have on any nearby SAMs, taking account of the proposed development use and distance from the centre of the site to it. Development that is likely to have adverse impacts on a Scheduled Ancient Monument (SAM) or its setting should be avoided.</i></p>	<p><b>R = Site is on a SAM or allocation will lead to development adjacent to a SAM with the potential for negative impacts incapable of mitigation</b> <b>A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted/ or impacts are capable of mitigation</b> <b>G = Site is not on or adjacent to a SAM</b></p>	<p>Green: Site is not on or adjacent to a SAM</p>
<p>Would development impact upon Listed Buildings?</p> <p><i>Listed buildings are categorised</i></p>	<p><b>R = Site contains, is adjacent to, or within the setting of such buildings with potential</b></p>	<p>Green: Site does not contain or adjoin such buildings, and there is no impact to the</p>

<p>as either Grade 1 (most important), Grade 2* or Grade 2. Consideration needs to be given to the likely impact of development on the building and its setting taking account of the listing category, the distance from the listed building, the proposed use, and the possibility of mitigation.</p>	<p>for Significant negative impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>	<p>setting of such buildings</p>
<b>Part B: Deliverability and Viability Criteria</b>		
Criteria	Performance	Comments
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p> <p><i>Reference needs to be made to the Minerals and Waste LDF in order to determine whether development of the site could prejudice any future Minerals and Waste sites. NB: Land that falls within an 'Area of Search' should be flagged up, but this would not necessarily rule out the allocation of a site.</i></p>	<p><b>R</b> = Site or a Significant part of it falls within an allocated or safeguarded area, development would have Significant negative impacts  <b>A</b> = Site or a Significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts  <b>G</b> = Site is not within an allocated or safeguarded area.</p>	<p>Green: Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a Minerals Safeguarding Area; a Waste Water Treatment Works or Transport Safeguarding Area. The majority of the site falls within a Minerals or Waste Consultation Area.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone (SZ)?</p>	<p><b>R</b> = Site is within the PSZ or is designated as an area where no development should occur  <b>A</b> = Site or part of site within the SZ (add building height restriction in comments)  <b>G</b> = Site is not within the PSZ or SZ</p>	<p>Amber: Entire site in SZ. Heights of between 8m and 12m are achievable across the vast majority of the site. The reduced site density reflects these restrictions.</p>
<p>Is there a suitable access to the site?</p> <p><i>The assessment needs to consider whether the site is capable of achieving appropriate access that meets County Highway standards for scale of development.</i></p>	<p><b>R</b> = No  <b>A</b> = Yes, with mitigation  <b>G</b> = Yes</p>	<p>Amber: provision of access via Cherry Hinton Road/Teversham Drift via Site R40 likely to be acceptable subject to detailed design. If access onto Coldhams Lane is to be provided this would require careful consideration of how this would work with existing junctions to the east. Any access strategy should seek to minimise rat-running, including via Rosemary Lane and Church End, and also provide permeability into the existing built-up areas for pedestrians and cyclists. Pedestrian and cycle connections to 'the Tins' cycle route together with safe crossing of Coldhams Lane is likely to be</p>

		<p>an important consideration, together with a review of provision for cyclists on the Coldhams Lane corridor itself given the carriageway is narrow and speeds can be high.</p> <p>If allocated, any subsequent planning application would need to be accompanied by a full Transport Assessment (TA) and Travel Plan.</p>
<p>Would allocation of the site have a Significant impact on the local highway capacity?</p> <p><i>Consideration should be given to the capacity of the local highway network and the impacts the development is likely to have on it.</i></p>	<p><b>R</b> = Insufficient capacity. Negative effects incapable of appropriate mitigation.  <b>A</b> = Insufficient capacity. Negative effects capable of appropriate mitigation.  <b>G</b> = No capacity constraints identified that cannot be fully mitigated</p>	<p>Amber: Consideration should be given at the TA stage to the implications that development of the site would have for the operation of any proposed site accesses, together with (depending on the access strategy) operation of the Coldhams Lane / A1134 and Coldhams Lane / High Street junctions. Other local junctions may require assessment but this would be determined as part of the TA process. Potential for a road connecting through from Airport Way to Coldham's Lane linking allocations R40 and R46 to be explore through the planning application stage and accompanying TA.</p>
<p>Would allocation of the site have a Significant impact on the strategic road network capacity?</p> <p><i>Consideration should be given to the capacity of the strategic road network and the impacts the development is likely to have on it.</i></p>	<p><b>R</b> = Insufficient capacity. Negative effects incapable of appropriate mitigation.  <b>A</b> = Insufficient capacity. Negative effects capable of appropriate mitigation.  <b>G</b> = No capacity constraints identified that cannot be fully mitigated</p>	<p>Amber: Insufficient capacity. Negative effects capable of appropriate mitigation.</p> <p>At this stage it is not considered that the site would have a significant impact on the strategic road network. Any impacts would need to be identified via a Transport Assessment at the planning application stage and appropriate mitigation proposed at that stage. This should include consultation with the Highways Agency (soon to be Highways England) regarding any trunk road impacts.</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic</p>	<p><b>R</b> = Yes  <b>G</b> = No</p>	<p>Green: Whilst the site is part of a larger site it is capable of development without</p>



<p>sites?</p> <p><i>Comments should flag up whether the site is part of a larger development site or whether it is located in close proximity to a strategic site. Consideration of this at allocation stage can help ensure coordination of development.</i></p>		<p>prejudice to the potential of the overall site.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p> <p><i>A summary of any known legal issues that could constrain the development of the site should be given. Issues that should be considered are; whether the site is in multiple ownership, the presence of ransom strips, covenants, existing use agreements, owner agreement or developer agreement.</i></p>	<p><b>R = Yes</b> <b>G = No</b></p>	<p>Green: No known legal issues/covenants that could constrain development of the site</p>
<p>Timeframe for bringing the site forward for development?</p> <p><i>Knowledge of the timeframe for bringing forward development will help inform whether allocation of the site would have the potential to contribute to the Council's required land supply for housing/employment land etc.</i></p>	<p><b>R = Beyond 2031 (beyond plan period)</b> <b>A = Start of construction between 2017 and 2031</b> <b>G = Start of construction between 2011 and 2016</b></p>	<p>Amber: Start of construction between 2017 and 2031 (development likely to commence in 2020 and last five years, so completions are likely to be over the years 2021-2026).</p>
<p>Would development of the site require Significant new / upgraded utility infrastructure?</p>	<p><b>R = Yes, Significant upgrades likely to be required but constraints incapable of appropriate mitigation</b> <b>A = Yes, Significant upgrades likely to be required, constraints capable of appropriate mitigation</b> <b>G = No, existing infrastructure likely to be sufficient</b></p>	<p>Amber: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>An underground gas pipeline will need to be diverted within or around the site to maximise developable area.</p>
<p>Is the site in the vicinity of an existing or proposed district heating network/community energy networks?</p>	<p><b>G = Yes</b> <b>A = No</b></p>	<p>Amber: No</p>
<p>Would development of the site be likely to require new education provision?</p>	<p><b>R = School capacity not sufficient, constraints cannot be appropriately mitigated.</b> <b>A = School capacity not sufficient, constraints can be appropriately mitigated</b> <b>G = Non-residential development / surplus school places</b></p>	<p>Amber. School capacity not sufficient, however it is considered that this issue can be appropriately mitigated.</p> <p>Possible mitigations: <b>Primary:</b> The two primary schools current combined capacity is sufficient for</p>

		<p>the current in-catchment demand, but there is limited overall capacity to provide for needs across the south of Cambridge. The schools are therefore forecast to fill with children from other catchments in the city centre which do not have sufficient primary school capacity.</p> <p>A new school on, or adjacent/nearby to this site in order to meet the needs from the combined housing developments in this area.</p> <p><b>Secondary:</b> Expected shortfall in secondary school provision City-wide from 2018 onwards.</p> <p>Expansion of Netherhall and other City secondary schools limited by site constraints.</p> <p>The County Council is looking at options for siting of a new secondary school in this general area of the City and therefore this issue is capable of mitigation.</p> <p>There is likely to be a need for additional places to be secured through CIL/S106.</p>
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**Level 1 Conclusion**

<p>Level 1 Conclusion (after allowing scope for mitigation)</p> <p><i>Include an assessment of the suitability of the proposed use. Also whether the development of this site for this use would be in line with emerging policy in the Local Plan – from the Issues and Options Report and key issues emerging from consultation responses.</i></p>	<p>RR = Very Significant constraints or adverse impacts  <b>R</b> = Significant constraints or adverse impacts  <b>A</b> = Some constraints or adverse impacts  <b>G</b> = Minor constraints or adverse impacts  GG = None or negligible constraints or adverse impacts</p>	<p>Green:</p> <ul style="list-style-type: none"> <li>• Minor constraints could be mitigated including: diversion of underground gas main; transport mitigation following Transport Assessment</li> <li>• Potential to trigger need for both primary and secondary provision but considered to be capable of mitigation.</li> </ul>
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**Level 2**

**Accessibility to existing centres and services**

Criteria	Performance	Comments
<p>How far is the site from edge of defined Cambridge City Centre?</p> <p><i>A key element of sustainable development is ensuring that people are able to meet their</i></p>	<p>&gt;800m  <b>A</b> = 400-800m  <b>G</b> = &lt;400m</p>	<p>Red: Site is more than 800m from the City Centre.</p>



<p><i>needs locally, thus helping to encourage a modal shift. This criteria has been included to provide an indication of the sustainability of the site. Sites located closer to the City Centre, where the majority of services are located, are expected to score more highly in sustainability terms.</i></p>		
<p>How far is the site from the nearest District or Local centre?</p> <p><i>A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage a modal shift. Criteria measuring the distance of a site from its nearest district/local centre has been included to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site.</i></p>	<p>&gt;800m  <b>A</b> = 400-800m  <b>G</b> = &lt;400m</p>	<p>Red: Site is more than 800m from the nearest District or Local centre.</p>
<p>How far is the nearest health centre or GP service?</p> <p><i>Local services are essential to the quality of life of residents and employees. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest health centre/GP service has been included to provide an indication of the sustainability of the site.</i></p>	<p>&gt;800m  <b>A</b> = 400-800m  <b>G</b> = &lt;400m</p>	<p>Red: Approx. 95% of site is more than 800m from the nearest health centre or GP service.</p>
<p>Would development lead to a loss of community facilities?</p>	<p><b>R</b> = Allocation would lead to loss of community facilities  <b>G</b> = Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible</p>	<p>Green: Development would not lead to the loss of any community facilities or replacement /appropriate mitigation possible</p>
<p>How far is the nearest secondary school?</p> <p><i>In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest secondary school has been included to provide an indication of the sustainability of the site. Development will also</i></p>	<p><b>R</b> = &gt;3km  <b>A</b> = 1-3km  <b>G</b> = &lt;1km or non-housing allocation</p>	<p>Amber: Site is between 1 and 3km from Coleridge Community College, St Bede's Inter-Church Comprehensive School and Netherhall School  Only a 10-15% of the site is within 1km of St Bede's Inter-Church Comprehensive School</p>

<p>be required to contribute to the provision of new local services.</p>		
<p>How far is the nearest primary school?</p> <p><i>In planning for new development, consideration needs to be given to the proximity to schools so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from the nearest primary school has been included to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services.</i></p>	<p>&gt;800m  <b>A</b> = 400-800m  <b>G</b> = &lt;400m or non-housing allocation</p>	<p>Red: Approx. 20% of site is within 800m of Spinney Primary School.</p>
<p><b>Accessibility to outdoor facilities and green spaces</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Is the site defined as protected open space or have the potential to be protected</p>	<p><b>R</b> = Yes  <b>G</b> = No</p>	<p>Green: Site is not protected open space or is not considered to be of such quality as to warrant protection.</p>
<p>If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space</p>	<p><b>R</b> = No  <b>G</b> = Yes</p>	<p>N/a</p>
<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space /outdoor sports facilities and achieve the minimum standards of onsite public open space provision?</p>	<p><b>RR</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS and is located in a ward or parish with identified deficiency.</p> <p><b>R</b> = No, the site by virtue of its size is not able to provide the minimum standard of OS.</p> <p><b>G</b> = Assumes minimum on-site provision to adopted plan standards is provided onsite</p> <p><b>GG</b> = Development would create the opportunity to deliver Significantly enhanced provision of new public open spaces in excess of adopted plan standards</p>	<p>Green: No obvious constraints that prevent the site providing minimum on-site provision.</p>
<p>How far is the nearest outdoor sports facilities?</p> <p><i>A key objective of national planning policy is for planning to promote healthy communities. Good accessibility to sports facilities is likely to encourage healthier lifestyles. Inclusion of</i></p>	<p><b>R</b> = &gt;3km  <b>A</b> = 1 - 3km  <b>G</b> = &lt;1km; or allocation is not housing</p>	<p>Green: Site is within 1km of nearest outdoor sports facilities.</p>

<p>criteria that measures distance from the site to outdoor sports facilities has therefore been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new outdoor sports facilities via S106 contributions.</p>		
<p>How far is the nearest play space for children and teenagers?</p> <p><i>Proximity to high quality play spaces makes an important contribution to the health and well-being of children. As such, measuring the distance of a site from the nearest children's play space has been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development are likely to require a contribution to the provision of new local services such as new play space via S106 contributions</i></p>	<p><b>A =</b> &gt;400m from children and teenager's play space  <b>G =</b> &lt;400m; or allocation is not housing</p>	<p>Green: Site is within 400m of children's / teenager's play space</p>
<p>How far is the nearest accessible natural greenspace of 2ha?</p> <p><i>Proximity to high quality open spaces makes an important contribution to the health and well-being of communities. In planning for new development, consideration needs to be given to the proximity of development to parks/open space/multi-functional greenspace so that new residents can access these using sustainable modes of transport. As such, measuring the distance from the site to such spaces (as identified in the Council's Open Space Strategy) has been included to provide an indication of the sustainability of the site. The assessment should also give consideration as to whether the size of the site and scale of development</i></p>	<p>&gt;400m  <b>G =</b> &lt;400m; or allocation is not housing or employment</p>	<p>Red: Site is beyond 400m of the nearest accessible natural greenspace of 2ha</p>
<p><b>Supporting Economic Growth</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>How far is the nearest main</p>	<p><b>R =</b> &gt;3km</p>	<p>Green: Site is less than 1km</p>

<p>employment centre?</p> <p><i>National planning policy promotes patterns of development which facilitate the use of sustainable modes of transport. Proximity between housing and employment centres is likely to promote the use of sustainable modes of transport. Criteria has therefore been included to measure the distance between the centre of the site and the main employment centre to provide an indication of the sustainability of the site.</i></p>	<p><b>A</b> = 1-3km  <b>G</b> = &lt;1km or allocation is for or includes a Significant element of employment or is for another non-residential use</p>	<p>from an employment centre.</p>
<p>Would development result in the loss of employment land identified in the Employment Land Review?</p> <p><i>The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and protect those sites from competition from other higher value uses, particularly housing. Proposals for non employment-uses for sites identified for potential protection in the ELR should be weighed up against the potential for the proposed use as well as the need for it.</i></p>	<p><b>R</b> = Significant loss of employment land and job opportunities not mitigated by alternative allocation in the area (&gt; 50%)  <b>A</b> = Some loss of employment land and job opportunities mitigated by alternative allocation in the area (&lt; 50%).  <b>G</b> = No loss of employment land / allocation is for employment development</p>	<p>Green: No loss of employment land</p>
<p>Would allocation result in development in deprived areas of Cambridge?</p> <p><i>The English Indices of Deprivation 2010 are measures of multiple deprivation at the small area level. The model of multiple deprivation which underpins the Indices of Deprivation 2010 is based on the idea of distinct domains of deprivation which can be recognised and measured separately. These domains are experienced by individuals living in an area. Inclusion of this criteria will identify where development may benefit areas where deprivation is an issue.</i></p>	<p><b>A</b> = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.  <b>G</b> = Within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.</p>	<p>Green: Site is in and adjacent to LSOA Abbey 7947: 23.64 (within 40% most deprived LSOA)</p>
Sustainable Transport		
Criteria	Performance	Comments
<p>What type of public transport service is accessible at the edge of the site?</p> <p><i>National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable</i></p>	<p>Service does not meet the requirements of a high quality public transport (HQPT)  <b>A</b> = service meets requirements of high quality public transport in most but</p>	<p>Red: Majority of site is beyond 400m from an HQPT as defined.</p>

<p>modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest high quality public transport route will provide an indication of the sustainability of the site.</p> <p>In assessing the performance of this criteria, reference should be made to the Cambridge City Local Plan definition of 'high quality public transport routes'.</p>	<p>not all instances  <b>G</b> = High quality public transport service</p>	
<p>How far is the site from an existing or proposed train station?</p> <p><i>National Planning Policy promotes the need to support a pattern of development which facilitates the use of sustainable modes of transport. Access between residential, employment and retail uses and high quality public transport routes is pivotal to achieving that aim. As such the inclusion of criteria that measures the distance of a site from the nearest train station will provide an indication of the sustainability of the site.</i></p>	<p>&gt;800m  <b>A</b> = 400 - 800m  <b>G</b> = &lt;400m</p>	<p>Red: Site is beyond 800m from either an existing or proposed train station.</p>
<p>What type of cycle routes are accessible near to the site?</p> <p><i>National Planning Policy stresses the importance of developments being located and designed where practical to give priority to pedestrian and <b>cycle movements</b>. The inclusion of criteria that measures the distance of a site from the nearest cycle route will provide an indication of the sustainability of the site.</i></p>	<p><b>RR</b> = no cycling provision and traffic speeds &gt;30mph with high vehicular traffic volume.</p> <p><b>R</b> = 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.</p> <p><b>A</b> = Poor or medium quality off-road path.</p> <p><b>G</b> = 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.</p> <p><b>GG</b> = Quiet residential street</p>	<p>Amber – good links to Tins path (has been upgraded but still has pinch point at bridge) and on to city centre; Cherry Hinton High St has poor on road provision but scheme to improve cycle provision currently under consultation, poor links to North and East with no provision on Coldham's Lane.</p>

	designed for 20mph speeds, high quality off-road paths with good segregation from pedestrians, uni-directional hybrid cycle lanes.	
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
<p>Is the site within or near to an AQMA, the M11 or the A14?</p> <p><i>The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA within Cambridge. Inclusion of criteria that measures the distance between the site and the AQMA, as well as between the site and roads with the highest traffic volumes causing poor air quality, will provide an indication of the sustainability of the site.</i></p>	<p><b>R</b> = Within or adjacent to an AQMA, M11 or A14  <b>A</b> = &lt;1000m of an AQMA, M11 or A14  <b>G</b> = &gt;1000m of an AQMA, M11, or A14</p>	Green: More than 1000m from an AQMA
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p> <p><i>National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.</i></p>	<p><b>R</b> = Significant adverse impact  <b>A</b> = Adverse impact  <b>G</b> = Minimal, no impact, reduced impact</p>	Amber: Adverse impact The site would be a significant trip generator (and therefore add to local emissions) and would require an Air Quality Assessment under our current policies and likely to require mitigation to meet policy objectives.
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p> <p><i>National planning policy requires preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.</i></p> <p><i>Criteria has been included to assess whether there are any existing noise sources that could impact on the suitability of a site, which is of particular importance for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate</i></p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> = Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	Amber: Site near Cambridge Airport – noise from aircraft movements including flight school and helicopters, commercial activities including engine testing as well as traffic noise from Coldhams Lane will require assessment as part of the planning application process. Mitigation measures including detailed layout and design of the development, and specific mitigation measures within the built fabric of development as may be necessary.



<p><i>mitigation measures may be available, and will also depend on the proposed development use.</i></p>		
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> = Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	<p>Receptor: Green: No adverse effects or capable of full mitigation  Generator: Amber: Potential for external domestic lighting to impact on operations at the Airport. Liaison between developer and Airport will be necessary. Any adverse impacts are capable of mitigation.</p>
<p>Are there potential odour problems if the site is developed, as a receptor or generator?</p>	<p><b>R</b> = Significant adverse impacts incapable of appropriate mitigation  <b>A</b> = Adverse impacts capable of adequate mitigation  <b>G</b> = No adverse effects or capable of full mitigation</p>	<p>Receptor: Amber: Relocation of the Engine testing facility has the potential to generate significant odour complaints from new residents. Any adverse impacts are capable of mitigation.  Generator: Green: No adverse effects or capable of full mitigation</p>
<p>Is there possible contamination on the site?</p> <p><i>Contaminated land is a material planning consideration, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.</i></p>	<p><b>R</b> = All or a Significant part of the site within an area with a history of contamination which, due to physical constraints or economic viability, is incapable of appropriate mitigation during the plan period  <b>A</b> = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development  <b>G</b> = Site not within or adjacent to an area with a history of contamination</p>	<p>Amber: The site currently forms part of the Marshall Cambridge Airport which incorporates a number of current and historic potentially contaminative uses, and is within 250m of the former Coldhams Lane landfills. Further contamination assessment will be required as part of the planning application process.</p>
<p><b>Protecting Groundwater</b></p>		
<p>Criteria</p>	<p>Performance</p>	<p>Comments</p>
<p>Would development be within a source protection zone (EA data)?</p> <p><i>Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show</i></p>	<p><b>A</b> = Within SPZ 1  <b>G</b> = Not within SPZ1 or allocation is for greenspace</p>	<p>Green: Not within SPZ1</p>

<p>the risk of contamination from any activities that might cause pollution in the area.</p>		
<p><b>Protecting the townscape and historic environment</b> (<i>Landscape addressed by Green Belt criteria</i>)</p>		
Criteria	Performance	Comments
<p>Would allocation impact upon a historic park/garden?</p> <p><i>Historic parks and gardens that have been registered under the 1983 National Heritage Act have legal protection. There are 11 historic parks and gardens in Cambridge. National planning policy requires substantial harm to or loss of designated heritage assets of the highest Significance, including historic parks, to be wholly exceptional. As such this criteria has been included to allow consideration of whether development on the site would have an adverse impact on a historic park or garden its setting.</i></p>	<p><b>R</b> = Site contains, is adjacent to, or within the setting of such areas with potential for Significant negative impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such areas with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas</p>	<p>Green: Site does not contain or adjoin such areas, and there is no impact to the setting of such areas</p>
<p>Would development impact upon a Conservation Area?</p> <p><i>The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on planning authorities to designate as conservation areas 'areas of special architectural or historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. As such consideration needs to be given to the potential impact that development may have on the setting, or views into and out of a Conservation Area.</i></p>	<p><b>R</b> = Site contains, is adjacent to, or within the setting of such an area with potential for Significant negative impacts incapable of appropriate mitigation  <b>A</b> = Site contains, is adjacent to, or within the setting of such an area with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area</p>	<p>Green: Site does not contain or adjoin such an area, and there is no impact to the setting of such an area</p>
<p>Would development impact upon buildings of local interest</p> <p><i>There are over 1,000 buildings in Cambridge that are important to the locality or the City's history and architectural development. Local planning policy protects such buildings from development which adversely affects them unless:</i></p> <ul style="list-style-type: none"> <li>- <i>The building is demonstrably incapable of beneficial use or reuse;</i></li> <li>- <i>or there are clear public benefits arising from redevelopment.</i></li> </ul>	<p><b>A</b> = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation  <b>G</b> = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>	<p>Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings</p>



<p>As such the presence of a locally listed building on a site would not necessarily rule development; however detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.</p>		
<p>Would development impact upon archaeology?</p>	<p><b>A</b> =Known archaeology on site or in vicinity  <b>G</b> = No known archaeology on site or in vicinity</p>	<p>Amber: Significant archaeological evidence is present in many parts of the site which will require excavation in advance of any development for which consent may be granted.</p>

**Biodiversity and Green Infrastructure**

Criteria	Performance	Comments
<p>Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)?</p> <p><i>Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.</i></p>	<p><b>R</b> = Contains or is adjacent to an existing site and impacts incapable of appropriate mitigation  <b>A</b> =Contains or is adjacent to an existing site and impacts capable of appropriate mitigation  <b>G</b> = Does not contain, is not adjacent to or local area will be developed as greenspace</p>	<p>Green: Site does not contain a locally designated wildlife site</p>
<p>Does the site offer opportunity for green infrastructure delivery?  <i>Green infrastructure plays an important role in delivering a wide range of environmental and quality of life benefits for local communities. As such criteria has been included to assess the opportunity that development on the site could have on creating and enhancing green infrastructure delivery.</i></p>	<p><b>R</b> = Development involves a loss of existing green infrastructure which is incapable of appropriate mitigation.  <b>A</b> =No Significant opportunities or loss of existing green infrastructure capable of appropriate mitigation  <b>G</b> = Development could deliver Significant new green infrastructure</p>	<p>Amber. Existing arable fields with boundary ditches and hedgerows have the potential to support declining farmland bird species. Potential for onsite and/or offsite mitigation for these species. Opportunity to increase biodiversity within any new natural open space. Including retention, buffering and long term management of the existing hedgerow, hedgerow trees, woodlands and ditches.</p>
<p>Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to</p>	<p><b>R</b> = Development would have a negative impact on existing features or network links incapable of appropriate mitigation</p>	<p>Green: Potential to retain existing habitat features and enhance current arable fields through a considered landscaping scheme,</p>

<p>achieve Biodiversity Action Plan targets?)</p> <p><i>A number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education. National planning policy requires the protection and recovery of priority species populations, linked to national and local targets.</i></p> <p><i>As such development within sites where BAP priority species or habitats are known to be present, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.</i></p>	<p><b>A</b> =Development would have a negative impact on existing features or network links but capable of appropriate mitigation</p> <p><b>G</b> = Development could have a positive impact by enhancing existing features and adding new features or network links</p>	<p>integrating open space provision and surface water drainage. Habitats should be linked through to R40 &amp; R41. Opportunities to create a shared natural green space provision could offer the maximum gain for biodiversity. Farmland species such as Brown Hare, require large open spaces to be retained if to continue to use the site.</p> <p>(N.b This assessment had been undertaken as a desk based exercise and is not informed by any up to date survey information)</p>
<p>Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?</p> <p><i>Trees are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. Cambridge has in excess of 500 TPOs in force. When considering sites that include trees covered by TPOs, the felling, Significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the development that outweigh the current and future amenity value of the trees.</i></p>	<p><b>R</b> = Development likely to have a Significant adverse impact on the protected trees incapable of appropriate mitigation</p> <p><b>A</b> =Any adverse impact on protected trees capable of appropriate mitigation</p> <p><b>G</b> = Site does not contain or adjoin any protected trees</p>	<p>Green: There are no Tree Preservation Orders on or near the site.</p> <p>(N.B There is a small area of hedgerow and trees adjacent to the drain in the southern part of the site that are of landscape and habitat value within the site. Given the current land management TPOs may not have been appropriate but these trees are likely to be worthy of protection)</p>
<p><b>Any other information not captured above?</b></p>		
<p><b>Level 2 Conclusion</b></p>		
<p><b>Level 2 Conclusion</b> (after allowing scope for mitigation)</p>	<p><b>R</b> = Significant constraints or adverse impacts</p> <p><b>A</b> =Some constraints or adverse impacts</p> <p><b>G</b> = Minor constraints or adverse impacts</p>	<p>Amber: Some constraints or adverse impacts</p> <ul style="list-style-type: none"> <li>• More than 800m from GP and Primary school</li> <li>• Accessible to HQPT</li> <li>• Potential amenity issues associated with ongoing airport activity considered to be capable</li> </ul>

		of mitigation at the planning application stage.
<b>Overall Conclusion</b>	<p><b>R</b> = Site with no Significant development potential (Significant constraints and adverse impacts)</p> <p><b>A</b> = Site with development potential (some constraints or adverse impacts)</p> <p><b>G</b> = Site with development potential (few or minor constraints or adverse impacts)</p>	<p>Green: Site with development potential (few or minor constraints or adverse impacts)</p> <p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Site was allocated for residential development through the Cambridge East AAP</li> <li>• Adjacent to an existing residential community</li> <li>• Opportunities for biodiversity, landscape and habitat improvement</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Potential amenity issues associated with ongoing airport activity.</li> </ul>
<b>Viability feedback (from consultants)</b>	<p><b>R</b> = Unlikely to be viable</p> <p><b>A</b> = May be viable</p> <p><b>G</b> = Likely to be viable</p>	<p>Green: Site not assessed, assume as for GB3. The viability study shows that the site has strong viability across base and high value scenarios. Medium viability under the low value scenario gives evidence of good viability overall.</p> <p>An underground gas pipeline will need to be diverted within or around the site to maximise developable area.</p>
<b>Landowner comments</b>	<p><b>R</b> = Site unlikely to be available</p> <p><b>A</b> = No immediate plans to release site</p> <p><b>G</b> = Site likely to be available in plan period</p>	<p>Green: Site likely to be available in plan period</p>
<b>Issues and Options 2 representations</b>	<p><b>R</b> – Major planning objections to the allocation</p> <p><b>A</b> – Significant planning concerns expressed, but can be addressed</p> <p><b>G</b> – No Significant planning objections to the allocation</p>	<p>Green: Not consulted on, in AAP</p>
<b>Conclusions for Submission Local Plan</b>	New site – previously allocated through the Cambridge East AAP	

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Sara Saunders  
Planning Policy Manager  
Cambridge City Council  
PO Box 700  
Cambridge  
CB1 0JH  
23<sup>rd</sup> of April 2015

Dear Sara

Cambridge Airport has a statutory duty to safeguard the airport to ensure the safety of all aircraft and the safety of the wider community. We understand that further land is being considered for residential led development to the north of Cherry Hinton, as shown in the proposed major modification to the policies map and figure 3.2.

We have considered the land area in question and possible safeguarding implications associated with our runways and navigational equipment. We would of course encourage any prospective developer to engage the airport to understand fully any constraints associated with development so close to the airport.

At this stage of the Local Plan process, as Airport Manager, I can confirm that in principle, the majority of the land could be developed without compromising the safe operation of the airport; however this would need to be subject to detailed design and assessment of implications for airport operations. Broadly speaking, heights in the region of 8m to 12m are likely to be achievable across much of the land identified for development. Any developer will need to have regard to height restrictions associated with the airport's airspace navigational aids, however, in principle these are not anticipated to represent insurmountable constraints.

Yours Faithfully



**David Cran**  
**Airport Manager**  
**Cambridge International Airport**