

## **Site Assessments of Rejected Green Belt Sites for Broad Location 5**

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

<b>Site Information</b>	<b>Broad Location 5 Land south of Addenbrooke's Road</b>
<b>Site reference number(s):</b> SC294 (a small part of site SC105)	
<b>Site name/address:</b> Land East of Hauxton Road	
<b>Functional area (taken from SA Scoping Report):</b> <i>City only</i>	
<b>Map:</b>	
<p><b>Site description:</b>          The site comprises parts of two large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and immediately west of residential properties fronting onto Cambridge Road. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The landscape is open to the west with low hedges around existing fields to the north. Shelford rugby club is based to the south and a training pitch to the south west.</p>	
<p><b>Current use(s):</b>          Agricultural.</p>	
<p><b>Proposed use(s):</b>          Residential.</p>	
<p><b>Site size (ha):</b> South Cambridgeshire: 8.23ha</p>	
<p><b>Assumed net developable area:</b> 6.2</p>	
<p><b>Assumed residential density:</b> 40dph</p>	
<p><b>Potential residential capacity:</b> Up to 247 depending on density of development</p>	
<p><b>Site owner/promoter:</b> Owners known</p>	
<p><b>Landowner has agreed to promote site for development?:</b> Yes, as part of a much larger development.</p>	

<b>Site origin:</b> SHLAA call for sites		
<b>Relevant planning history:</b> The 2006 Cambridge Local Plan promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.  SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected at a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'		
<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is on flat, open land to the west of Shelford Road. Important views to the site from the west and south are partially screened by a ridge to the west of the site. If a development were restricted to low level, and

		include a landscape edge, impact on the Green Belt could be limited.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site:3.92km ACF	Red:
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: There would be no impact on coalescence between communities.
To maintain and enhance the quality of the setting of Cambridge	G = Minor and minor/negligible impacts	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and included a landscape edge, would have a negligible impact on the setting of the city.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a negligible impact on the important views from the west.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The impact on the soft green edge could be mitigated. The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Distinctive urban edge	G = Not present	Green: The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There is no loss of land forming part of a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt	G = No impacts or minor impacts capable of mitigation	Green: There would be no impact on the distribution, physical separation, setting,

villages		scale and character of Green Belt villages
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape to the west is strongly rural, but any impact on it could be mitigated by a restricted development with a landscape edge.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a minor impact on Green Belt purposes.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
<b>Part B: Deliverability and other constraints</b>		
Criteria	Performance	Comments
Is there a suitable access to the site?	R = No	Red: There are two potential access points to the site. To the south to Westfield Avenue and via a narrow farm access track onto Cambridge Road. The Highways Authority have concerns about where a second access could be located and the use of Westfield Road as the sole access. The potential access links to the public highway are unsuitable to serve the number of units that are being proposed, although some development would be possible and with regard to

		<p>the Cambridge Road track that it could not provide a suitable inter vehicle visibility splay.</p> <p>With regard to the larger site SC105 of which this site forms a part, a junction located on A1309 Hauxton Road and A1301 Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the west and south, but such impacts could be mitigated.

Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green:
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: It is unlikely that this site would be brought forward by itself whilst there is a possibility that all or part of the larger site SC105 could come forward. Given a likely plan adoption date in 2015 which will confirm this position, a start of construction could not be expected before 2017.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	<p>Amber: Improved utility infrastructure is likely to be required as follows.</p> <p>Electricity – development of this site is likely to require local and upstream reinforcement of the electricity network.</p> <p>Mains water – the site falls within the Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in the capacity of the Cambridge distribution zone will require either an upgrade to existing boosters and / or a new storage reservoir, tower or booster plus associated mains.</p> <p>Gas – Great Shelford and Stapleford are already served by gas and the site</p>

		<p>is likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate development of this site, however the sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments eg After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other sites, for secondary school education.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within</p>



		a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 45.7m/150ft over majority of site, 90m/295ft in height over remainder.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.27km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.45km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber:
How far is the nearest secondary school?	A = 1-3km	Amber: 1.80km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: R = >800m  SCDC: A = 1-3 km	Red/Amber: 1.67km ACF – Fawcett Primary School
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
<b>Accessibility to outdoor facilities and green spaces</b>		

Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green:
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 or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.05km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	Green:
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.98km ACF – Great Shelford from approximate centre of site to Station.

What type of cycle routes are accessible near to the site?	R = 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.	Red: The cycle lanes on Shelford Rd are less than 1.5m in width.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 225m to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close– Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.92km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	A = <1000m of an AQMA, M11 or A14	Amber: The site is approximately 800m from the M11 and 600m from the A1309.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially 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.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Existing rugby club floodlighting, should be capable of mitigation.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green:

<b>Protecting the townscape and historic environment</b> ( <i>Landscape addressed by Green Belt criteria</i> )		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The site is located in an area of high

		<p>archaeological potential. A square enclosure of probable late prehistoric or Roman date is known to the south (HER 08347) and enclosures and a ring ditch of probable Bronze Age date are known to the north (HER 09640). Roman settlements considered to be of national importance are known to the south west and north east (Scheduled Monument Numbers 57 and 58).</p> <p>We would advise you that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p>
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
Would development reduce	A = Development would	Amber: The greatest

habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	have a negative impact on existing features or network links but capable of appropriate mitigation	impact would be as a result of loss of grassland habitat affecting foraging areas for birds and invertebrates, although the value for bats may be limited due to light pollution from the adjacent rugby club. However, there are opportunities for habitat enhancement through the planting of small copses and extending hedgerows into the site.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Adverse impact on Green Belt purposes - Inadequate vehicular access
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red:
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable	

	G = Likely to be viable	
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**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 5 Land south of Addenbrooke's Road</b>
<b>Site reference number(s):</b> SC105 (also see CC878)	
<b>Site name/address:</b> Land to the south of Addenbrooke's Road, Cambridge	
<b>Functional area (taken from SA Scoping Report):</b> <i>City only</i>	
<b>Map:</b>	
<p><b>Site description:</b>          The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, west of Great Shelford, and north of the River Cam and the Cambridge – London Kings Cross railway line. Situated within flat, open landscape, it is mostly low-lying arable land with a number of hedges within the site. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The boundaries to residential properties to the east are well vegetated and the River Cam occupies a shallow, well treed valley bounded by pasture land. The northern and western boundaries are much more open, comprising sparse shrubs and few scattered shrubs and trees.</p>	
<p><b>Current use(s):</b>          Agricultural.</p>	
<p><b>Proposed use(s):</b>          A proposed urban extension to Cambridge comprising up to 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space.</p>	
<p><b>Site size (ha):</b> 145  <b>Assumed net developable area:</b> Approximately 50%</p>	



<b>Assumed residential density:</b> Around 40 dph
<b>Potential residential capacity:</b> Call for Sites questionnaire refers to 2,500 homes on site SC105 and CC878
<b>Site owner/promoter:</b> Known
<b>Landowner has agreed to promote site for development?:</b> Yes
<b>Site origin:</b> SHLAA call for sites
<p><b>Relevant planning history:</b>  The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p><b>South Cambridgeshire:</b>  A small area of land in the south eastern corner of the site has been considered for residential development through Local Plans in 2004 and 1993, and refused planning permission.</p> <p>LP2004 Inspector - "Together, these sites are designated as an Important Countryside Frontage (ICF) reflecting the way in which land with a strong rural character sweeps in to abut the village framework at this conspicuous point along Cambridge Road. In my view the ICF designation emphasises the role of this Green Belt land in preventing the countryside from further encroachment."</p> <p>LP1993 Inspector - "I can see no justification for allocating any of this land in the face of the Area of Restraint, settlement and Green Belt policies, especially bearing in mind its location well away from the main services and facilities of the village."</p> <p>A planning application for residential use (C/0229/53/) was refused as it is intended that the land should remain in agricultural use. The release of the land for residential use will constitute further ribbon development of a class A road.</p>
<b>Level 1</b>
<b>Part A: Strategic Considerations</b>
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: A very small area in the southern part of the site, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is on higher, open land and is highly visible from areas to the west, south and southeast. There would be severe adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site: 4.50km ACF	Red: Distant from the city centre, the site would form a major southward extension to the city. It would thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Extending the urban edge so extensively would cause the City to approach Gt. Shelford and increase the appearance of coalescence.
To maintain and enhance the quality of the setting of Cambridge	R = High / medium impacts	Red: This extensive development on higher open ground abutting the M11 would be highly visible, particularly from the west and would significantly reduce the landscape buffer to the west of the city. The development would have a significant adverse impact on the setting of the City.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: This extensive development on higher open ground would be highly visible, particularly from the west where it forms

		part of the green foreground to the city.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red : Development would extend the urban edge down the slope to meet, or close to, the M11 corridor. The soft green edge could not be mitigated or replaced adequately to mitigate the M11 boundary.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Green:
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: No loss of land forming part of a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: Decreases distance between City and Gt. Shelford and Hauxton with negative impact on village settings.  The character and setting of the small scale river valley linking the Shelfords with Hauxton would be impacted by the scale of the development.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The landscape is strongly rural. The newly defined urban edge of Addenbrooke's Road, Trumpington Meadows and the landscape buffer area between it and the M11 should be preserved. A large development could not be adequately mitigated in such a highly visible location.
Overall conclusion on Green Belt	R = High/medium impacts	Red: The development site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness, coalescence and setting of the

		City.
<b>Impact on national Nature Conservation Designations</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
<b>Impact on National Heritage Assets</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted or impacts are capable of mitigation	Amber: A Scheduled Monument of national importance (SAM58 Neolithic to Roman settlement) is located in the south west corner of the site adjoining the M11 and the River Cam. County Archaeologists would object to the development of this site. Two further Scheduled Monuments lie approximately 200m south of the site. The promoter proposes a buffer zone to protect the SAM and on a site of this size it should be possible to provide appropriate mitigation.
Would development impact upon Listed Buildings?	A = Site contains, is adjacent to, or within the setting of such buildings with potential for negative impacts capable of appropriate mitigation	Amber: The Grade I Listed Church of St Mary, Little Shelford lies approximately 540m to the south and Church of St Edmund, Hauxton approximately 950m south west. Grade II* Listed Church of All Saints and Rectory Farm House in Little Shelford and Little Shelford Manor, lie approximately 450-600m to the south. There are various Grade II Listed buildings within the Great and Little Shelford and Hauxton Conservation Areas. The promoter's conceptual development framework includes a substantial area of Green Belt and parkland in the southern part of the site. With careful design it should be possible to mitigate any impact on the wider historic environment.
<b>Part B: Deliverability and other constraints</b>		

Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	<p>Amber: A junction located onto the Addenbrooke's link road and onto the A1301 Great Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p> <p>The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to be improved to mitigate impacts. County Highways calculate that 2,500 homes could generate around 21,250 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.</p>
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	<p>Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford &amp; Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result</p>

		in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.	
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green: Development of small parts of the site could have the potential to prejudice development of the larger site.	
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: None known.	
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.	
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster	

		<p>plus associated mains.  Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake.  Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: Great and Little Shelford have one Primary School and Stapleford has one Primary School, both with a PAN of 40 and school capacity of 280, and lies within the catchment of Sawston Village College with a PAN of 230 and school capacity of 1,150. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a deficit of 6 primary places in Great and Little Shelford and surplus of 8 primary places in Stapleford taking account of planned development, and a surplus of 74 secondary places at Sawston VC taking account of planned development across the village college catchment area.</p> <p>The development of this site for 2,500 dwellings could generate a need for 313 early years places and a maximum of 875 primary school places and 625 secondary places.</p> <p>After allowing for surplus school places, development of</p>

		this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Amber: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.  This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height.  No erection of buildings, structures or works exceeding 45.7m/150ft, or 90m/295ft in height.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: 1.62km ACF – Great Shelford. A site of this scale could be expected to provide its own District or Local centre.



How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: 1.57km ACF – Great Shelford A site of this scale could be expected to provide its own health centre/GP service.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site of sufficient scale to create a new community.
How far is the nearest secondary school?	A = 1-3km	1.57km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference:  G = <400m or non-housing allocations or site large enough to provide new school  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Green: 1.39km ACF – Hauxton Primary School. A site of this scale could be expected to provide its own primary school(s).
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green:
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	R=No G=Yes	Not applicable

or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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 (OS) provision?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green, Green: The developers proposal includes a substantial area of parkland alongside the River Cam.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.58km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red: Development of the full site would require internal bus route.
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.73km ACF – Great Shelford From approximate centre of site.
What type of cycle routes are accessible near to the site?	R = 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.	Red: There are either narrow cycle lanes or a very narrow shared footway along Shelford Road. A link to Shelford should be provided using the accommodation bridge over the railway.
SCDC Would development reduce the need to travel and promote sustainable	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4	Green: Total Score = 17

transport choices:	criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Amber: 675m to nearest bus stop. Score would improve if a bus service were to be provided through the site.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close–Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 4.50km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: The submitted site is adjacent to the M11. Given the size of the site however parts of it are beyond 1,000m from the M11. If built development were to be restricted to parts of the site the assessment could change to A Amber (within 1,000m of the M11), or G Green (beyond 1,000m of the M11).
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially 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.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: There are high levels of ambient / diffuse traffic noise and other noise sources including a railway line and a rugby / social club. Noise is likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road

		<p>is likely to be NEC C (empty site) for night: PPG24 advice is “Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise”. Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium: would need noise impact assessment and careful design and integration with any nearby housing.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Residents of parts of the site may experience impacts from road lighting and headlights.</p> <p>Existing rugby club floodlighting and potential Community Stadium floodlighting would need careful design but can be conditioned.</p>
<p>Are there potential odour problems if the site is developed, as a receptor or generator?</p>	<p>G = No adverse effects or capable of full mitigation</p>	<p>Green:</p>
<p>Is there possible contamination on the site?</p>	<p>G = Site not within or adjacent to an area with a</p>	<p>Green: The site includes a small area of filled land. A Contaminated</p>

	history of contamination	Land Assessment will be required as a condition of any planning application.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green:

Protecting the townscape and historic environment ( <i>Landscape addressed by Green Belt criteria</i> )		
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: Great and Little Shelford Conservation Areas lie approximately 150-200m to the south. Hauxton Conservation Area lies approximately 530m to the south west.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots inside the site including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.

Making Efficient Use of Land		
Criteria	Performance	Comments

Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green: River Cam on the southern boundary of the site is a County Wildlife site but local area would be retained as greenspace.
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The developers proposal includes a substantial area of parkland alongside the River Cam.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The promoter's Phase 1 Habitat and Ecological Scoping Survey (2009) found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded. Further survey work is recommended, including for bats and hedgehogs.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.

<b>Any other information not captured above?</b>		
<p>Important Countryside Frontage – opposite Walden Way and Bridge Close in Great Shelford, in the south east corner. Not proposed for development but it would be a likely vehicular access point.</p> <p>NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.</p>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Significant impact on Green Belt purposes
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Could provide own services, facilities and schools - Poor transport accessibility in City context but good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red:
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	



**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 5 Land south of Addenbrooke's Road</b>
<b>Site reference number(s):</b> CC904	
<b>Site name/address:</b> Land East of Hauxton Road	
<b>Functional area (taken from SA Scoping Report):</b> <i>South (City only)</i>	
<b>Map:</b>	
<p>© Crown Copyright, Ordnance Survey SCDC Licence 100022500 (2012)</p>	
<p><b>Site description:</b>                  The site comprises large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees. The rear gardens of houses fronting Shelford Road are lined by a mature hedge with scattered trees.</p>	
<p><b>Current use(s):</b>                  Agricultural.</p>	
<p><b>Proposed use(s):</b>                  Residential, around 250 dwellings.</p>	
<p><b>Site size (ha):</b>Cambridge: 9.22</p>	
<p><b>Assumed net developable area:</b> 6.9</p>	
<p><b>Assumed residential density:</b> 45 dph</p>	
<p><b>Potential residential capacity:</b> 310</p>	
<p><b>Site owner/promoter:</b> Owners known</p>	



<b>Landowner has agreed to promote site for development?: Yes</b>		
<b>Site origin:</b> SHLAA call for sites		
<b>Relevant planning history:</b>		
<p>The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan concerning site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 are relevant. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p>		
<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is on higher, open ground and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and

		setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 3.6km	Red: Extending the urban edge to the south of the Addenbrooke's Road at this location would not affect the compact nature of the city.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	G = No impact	Green: The development extends the envelope of Shelford Road westward, but would not cause coalescence harm.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: Development would extend the urban edge westward, but because the site is on high ground, development would have a severe adverse impact on the setting of the City.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: Minor impact on views
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Development would extend the urban edge westward. If development were restricted to low level, low density a soft green edge could mitigate.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing edge is of a lesser quality, and if above restriction applies, it could be mitigated.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: The development site is not close to a green corridor.
The distribution, physical separation, setting, scale and character of Green Belt villages	G = No impacts or minor impacts capable of mitigation	Green: No impact on Green Belt villages.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape is not strongly rural, but there is a definite urban edge which should be preserved. Adequate mitigation would not be possible unless development restricted to low level, low density.
Overall conclusion on Green Belt	R = High/medium impacts	Red: The development site is on higher, open land and

		visible from areas to the west, south and southeast. Overall there would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
<b>Part B: Deliverability and other constraints</b>		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: A junction located onto the Addenbrooke's link road would be acceptable to the Highway Authority.  The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: CCC Highways John Seddon/Mike Salter/Linda Adams Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to

		be improved to mitigate impacts. County Highways calculate that 250 homes could generate around 2125 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) in South Cambridgeshire the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the south, and west but such impacts could be mitigated.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green:
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: Officer assessment.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls

		<p>within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the full load, potentially a new High Pressure offtake.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: County Education comments eg After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other</p>

		sites, for secondary school education.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.  This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 45.7m/150ft.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 0.94km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.13km ACF - Trumpington
Would development lead to a loss of community	G = Development would not lead to the loss of any	Green:

facilities?	community facilities or appropriate mitigation possible	
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber: Separated from existing communities by the Addenbrooke's Access Road and from the Park & Ride site by Hauxton Road. Distant from Great Shelford.
How far is the nearest secondary school?	A = 1-3km	Amber: 1.63km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: <b>R = &gt;800m</b>  SCDC:  G = <1km or non housing allocation or site large enough to provide new school	Red/Green: Approximately 870m ACF to the new primary school at Trumpington Meadows  1.40km ACF – Fawcett Primary School
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green:
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 or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:



publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?		
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.34km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	Green:
How far is the site from an existing or proposed train station?	R = >800m	Red: 2.34km ACF – Great Shelford From approximate centre of site to Station.
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Only if there is a formal crossing of Addenbrooke's Road to link to the off-road path and Glebe Farm/ Clay Farm and a direct link to Shelford Road from the south of the site.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 271m to nearest bus stop.
SCDC Sub-indicator:	20 minute service (4)	Green: 20 minute service



Frequency of Public Transport		(Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close–Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.65km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	A = <1000m of an AQMA, M11 or A14	Amber: The submitted site is relatively close to the M11 and the A1309.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, 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.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: The site frontage to the Addenbrooke's Road will be the noisiest part of the site . Noise assessment and potential noise mitigation needed.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	G= No adverse effects or capable of full mitigation	Green: Residents on the site frontage may experience impacts from road lighting and headlights.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g.	G = Not within SPZ1 or allocation is for greenspace	Green:

wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.		
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**Protecting the townscape and historic environment** (*Landscape addressed by Green Belt criteria*)

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Cropmark remains of later prehistoric settlement to immediate south. Roman villa complex 500m west. Iron age settlement remains excavated at Glebe Farm to north. A programme of archaeological works should be undertaken prior to any planning application.

**Making Efficient Use of Land**

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 2).
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:

**Biodiversity and Green Infrastructure**

Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:

Site)		
Does the site offer opportunity for green infrastructure delivery?	A = A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The promoter of site SC105 submitted a Phase 1 Habitat and Ecological Scoping Survey (2009), this found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded. Further survey work is recommended, including for bats and hedgehogs.  This site is intensively farmed agricultural land with potential to support farmland bird species and brown hares. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: None on site but some close to eastern boundary.
<b>Any other information not captured above?</b>		
NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part		

of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.

**Conclusions**

**Cross site comparison**

<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Significant impact on Green Belt purposes
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Distant from existing services and facilities - Distant from existing Primary School - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red:
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location (5 Land south of Addenbrooke's Road)</b>
<b>Site reference number(s):</b> CC878	
<b>Site name/address:</b> Land East of Hauxton Road	
<b>Functional area (taken from SA Scoping Report):</b> <i>South (City only)</i>	
<b>Map:</b>	
<p><b>Site description:</b>          The site comprises a number of large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and west of Great Shelford. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The northern and western boundaries are quite open, with recent landscaping along the Addenbrooke's Road and a few scattered shrubs and trees.</p>	
<p><b>Current use(s):</b>          Agricultural</p>	
<p><b>Proposed use(s):</b>          Part of a proposed urban extension to Cambridge comprising up to 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space.</p>	
<p><b>Site size (ha):</b> Cambridge 23.0ha</p>	
<p><b>Assumed net developable area:</b></p>	
<p><b>Assumed residential density:</b> 45 dph</p>	

<b>Potential residential capacity:</b> Up to 776 dwellings		
<b>Site owner/promoter:</b> Owners known		
<b>Landowner has agreed to promote site for development?:</b> Yes as part of larger site SC105		
<b>Site origin:</b> SHLAA call for sites		
<b>Relevant planning history:</b>		
<p>The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site CC904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p>		
<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt	See below	The site is on higher, open ground and highly visible from areas to the west,

purposes, and other matters important to the special character of Cambridge and setting?		south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site 3.94km	Red: Extending the urban edge to the south of the Addenbrooke's Road would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: The development moves the urban edge further southwest and would decrease the distance between the City and Hauxton.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views of the City in its rural surroundings and views of the A10 approach to the City.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Landscaping yet to mature. Development would extend the urban edge down the slope to meet the M11.
Distinctive urban edge	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The existing edge was designed to form a new urban edge to the city and benefits from a green

		foreground.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green:
The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton and affects the village setting. Development is set on high ground relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter the relationship between the two.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape is rural, although clearly an urban edge site.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red Red: The development site is on higher, open land and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on Green Belt purposes.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
<b>Part B: Deliverability and other constraints</b>		
Criteria	Performance	Comments
Is there a suitable access to	A = Yes, with mitigation	Amber: A junction located



<p>the site?</p>		<p>onto the Addenbrooke's link road would be acceptable to the Highway Authority.</p> <p>The M11, A1309 and the Addenbrooke's link road combine to provide significant severance for walking and cycling trips to off-site destinations, including the public transport and employment nodes at Trumpington Park and Ride and Addenbrooke's. These provide a significant barrier to making this site attractive in terms of sustainable transport.</p>
<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues. Infrastructure may need to be improved to mitigate impacts. County Highways calculate that 2,500 homes could generate around 21,250 traffic movements daily by all modes based on Southern Corridor Transport Plan trip rates.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative effects capable of appropriate mitigation.</p>	<p>Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford &amp; Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p>

		In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the south, but such impacts could be mitigated.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: None known
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and new network required. Mains Water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains. Gas - Significant

		<p>reinforcement would be required to support the full load, potentially a new High Pressure offtake.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer. . CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p>Gas – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
Would development of the site be likely to require new	A = School capacity not sufficient, constraints can be	Amber: After allowing for surplus school places,

education provision?	appropriately mitigated	development of this site would be likely to require an increase in school planned admission numbers, which may require the expansion of existing schools and/or provision of new schools.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.  This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.17km ACF - Trumpington  If developed as part of site

		SC105 the development could be expected to provide its own District or Local centre and score Amber A.
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.38km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Separated from existing communities by the Addenbrooke's Access Road and from the Park & Ride site by Hauxton Road
How far is the nearest secondary school?	A = 1-3km	2.05km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: A = 400-800m  SCDC: A = 1-3 km	Amber: Approximately 750m ACF to the new primary school at Trumpington Meadows  1.73km ACF – Fawcett Primary School  If developed as part of site SC105 the development could be expected to provide its own Primary school(s) and score Green G.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
<b>Accessibility to outdoor facilities and green spaces</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G=No	Green:
If the site is protected open space can the open space be replaced according to	R=No G=Yes	Not applicable

CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?		
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green:

### Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.55km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:

### Sustainable Transport

Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
How far is the site from an existing or proposed train station?	R = >800m	Red: 2.48km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	R = 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.	Red: The links to Trumpington and the guideway are poor and it will be difficult to provide a formal crossing to the off-road path along Addenbrooke's Rd and to the crossing of Hauxton Road. A route linking directly to Shelford using the existing

		accommodation bridge over the railway should be pursued as part of development of the site.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 21
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	Amber: 625m ACF to Trumpington Park and Ride. Performance would improve if a bus service were to be provided through the site.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.94km ACF
<b>Air Quality, pollution, contamination and noise</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red: The submitted site is adjacent to the M11. An air quality assessment is essential.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially 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.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: There are high levels of ambient / diffuse traffic noise. Noise is likely to influence the design / layout and number / density of

		<p>residential premises. The site is similar to North West Cambridge and part of the site nearest M11 and to a lesser distance from Addenbrooke's Road is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on the façade facing M11 / other significant noise sources, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment and of any noise attenuation / mitigation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Residents of the site may experience impacts from road lighting and headlights.</p> <p>Potential Community Stadium</p>



		floodlighting would need careful design but can be conditioned.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:
<b>Protecting Groundwater</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green:

<b>Protecting the townscape and historic environment</b> ( <i>Landscape addressed by Green Belt criteria</i> )		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The promoter's Archaeological Desktop Assessment indicates that there are ten sites and find-spots in the vicinity including a large part of SAM 58. A further 37 locations are recorded in the 500m Study Area including SAMs 57 and 73, as well as crop marks and a possible Saxon cemetery. Archaeology would not prevent development over the majority of the site but

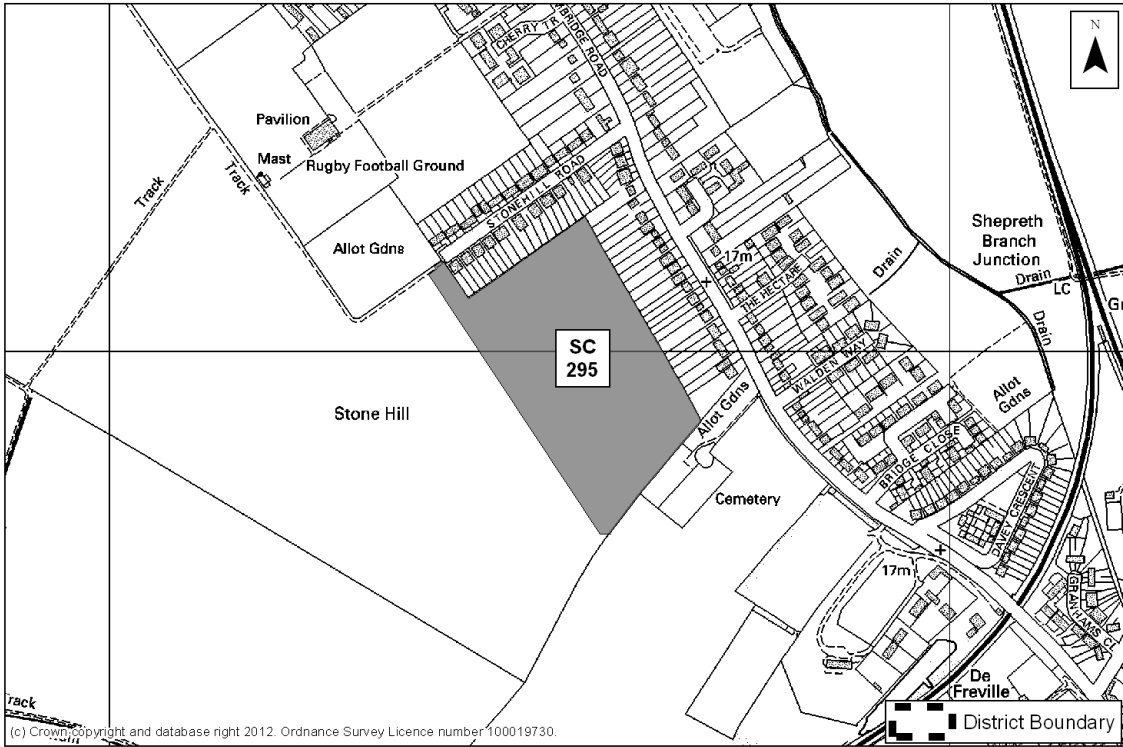
		would prevent it on and in the vicinity of the SAM and could constrain it elsewhere.
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The promoter of site SC105 (which overlaps with site CC878) submitted Phase 1 Habitat and Ecological Scoping Survey (2009) for the wider site found that there are some significant ecological features, such as the River Cam and water meadows, which should be recognised in the future design of the development, but did not consider there to be any unusual features that subject to suitable mitigation measures would preclude development. It recorded 25 species of birds (10 on conservation lists) and a badger sett on site. Great Crested Newts were recorded outside the site but no reptiles, otters, water voles or brown hares were recorded.

		<p>Further survey work is recommended, including for bats and hedgehogs.</p> <p>This site is intensively farmed agricultural land with potential to support farmland bird species and brown hares. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development.</p>
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
<b>Any other information not captured above?</b>		
NHS Cambridgeshire have commented that most city practices are at limits of physical capacity. New facilities already planned for major sites (Clay Farm health facility as part of Joint service Centre). Further major sites would require a major review. Capacity for other services needs to be considered. A new Ambulatory Care facility may be required serving Cambridge and wider area.		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Very significant impact on Green Belt purposes
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red:
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

**Cambridge City Council / South Cambridgeshire District Council**

**Green Belt Site and Sustainability Appraisal Assessment Proforma**

<b>Site Information</b>	<b>Broad Location 5 Land south of Addenbrooke's Road</b>
<b>Site reference number(s):</b> SC295	
<b>Site name/address:</b> Land East of Hauxton Road	
<b>Functional area (taken from SA Scoping Report):</b> <i>City only</i>	
<b>Map:</b>	
	
<p><b>Site description:</b>          The site comprises parts of two large agricultural fields, situated to the south of the Addenbrooke's Road, east of the M11, and immediately west of residential properties fronting onto Cambridge Road. Situated within a flat, open landscape, it is mostly low-lying arable land. There are long views between the edge of Cambridge and the surrounding necklace villages to the south. The western boundary is generally open. Shelford Rugby club is located to the north beyond an area of allotments.</p>	
<p><b>Current use(s):</b>          Agricultural.</p>	
<p><b>Proposed use(s):</b>          Residential</p>	
<p><b>Site size (ha):</b> 5.69</p>	
<p><b>Assumed net developable area:</b> 4.27</p>	
<p><b>Assumed residential density:</b> 40dph</p>	
<p><b>Potential residential capacity:</b> Up to 171 depending on density of development</p>	
<p><b>Site owner/promoter:</b> Owners known</p>	
<p><b>Landowner has agreed to promote site for development?:</b> Yes, as part of a much larger development.</p>	

<b>Site origin:</b> SHLAA call for sites		
<b>Relevant planning history:</b> The 2006 Cambridge Local Plan promoted the creation of a new urban edge to the north of this site. See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively. Some of the Inspectors comments on Local Plan Omission Site No.21 within SHLAA Site CC904 would appear to be relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.  SHLAA site CC904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July2010), but was rejected at a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'		
<b>Level 1</b>		
<b>Part A: Strategic Considerations</b>		
<b>Conformity with the Council's Sustainable Development Strategy (SDS)</b>		
<b>Criteria</b>	<b>Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)</b>	<b>Comments</b>
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
<b>Flood Risk</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
<b>Green Belt</b>		
<b>Criteria</b>	<b>Performance</b>	<b>Comments</b>
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is on flat, open land to the west of Shelford Road. Important views to the site from the west and south are partially screened by a ridge and vegetation to the west and south of the site. If a development were

		restricted to small scale, and include a landscape edge, impact on the Green Belt could be limited.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	Distance from edge of the defined City Centre in Kilometres to approximate centre of site: 4.65km ACF	Red:
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: The development would move the development edge of Shelford Road nearer to the village of Gt. Shelford and would impact on coalescence between communities.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Stonehill Road and included a landscape edge, would have a negligible impact on the setting of the city.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: A small scale development which does not extend the urban edge eastward beyond Westfield Road and the ridge to the west and included a landscape edge, would have a negligible impact on the important views from the west.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The impact on the soft green edge could be mitigated. The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Distinctive urban edge	G = Not present	Green: The existing garden/urban edge could be improved by the creation of a new landscaped edge to the west of the site.
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor / significant opportunities for enhancement through creation of a new green corridor	Green: There is no loss of land forming part of a green corridor.

The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Development would bring the edge of Cambridge nearer to Great Shelford, but impacts should be able to be mitigated by restricting development lines to that of existing roadside development, maintaining open views to countryside to the south of the site and creating a substantial landscape edge to the south and west of the development.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape to the west is strongly rural, but any impact on it could be mitigated by a restricted development with a landscape edge.
Overall conclusion on Green Belt	A = Medium and medium/minor impacts	Amber: A small scale development which does not extend the urban edge eastward beyond Stonehill Road and included a landscape edge, would have a minor impact on Green Belt purposes.
<b>Impact on national Nature Conservation Designations</b>		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
<b>Impact on National Heritage Assets</b>		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
<b>Part B: Deliverability and other constraints</b>		
Criteria	Performance	Comments
Is there a suitable access to the site?	R = No	Red: The only potential access point to the site is off a farm access onto Stonehill Road which leads to Cambridge Road. The potential access link to the public highway is unsuitable

		<p>to serve the number of units that are being proposed.</p> <p>With regard to the larger site SC105 of which this site forms a part, a junction located on A1309 Hauxton Road and A1301 Shelford Road / Cambridge Road following significant modifications to the public adoptable highway would be acceptable to the Highway Authority.</p>
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Transportation Assessment (TA) and Travel Plan (TP) required to look at trip impact on surrounding area including junction modelling to assess capacity issues.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber: Regarding sites in the Barrington / Bassingbourn / Foxton / Gt Shelford & Stapleford / Guilden Morden / Harston / Haslingfield / Hauxton / Melbourn / Meldreth / Orwell / Steeple Morden area (estimated capacity of 8,900 dwellings on 54 sites) the Highways Agency comment that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment). In general, the other sites are less likely to become a major issue for the SRN.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Development of the site could have the potential to prejudice development of the larger site to the west, but such impacts could be mitigated.
Are there any known legal issues/covenants that could	G = No	Green:



constrain development of the site?		
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: It is unlikely that this site would be brought forward by itself whilst there is a possibility that all or part of the larger site SC105 could come forward. Given a likely plan adoption date in 2015 which will confirm this position, a start of construction could not be expected before 2017.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	Amber: Improved utility infrastructure is likely to be required as follows. Electricity – development of this site is likely to require local and upstream reinforcement of the electricity network. Mains water – the site falls within the Cambridge distribution zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in the capacity of the Cambridge distribution zone will require either an upgrade to existing boosters and / or a new storage reservoir, tower or booster plus associated mains. Gas – Great Shelford and Stapleford are already served by gas and the site is likely to be able to be accommodated with

		<p>minimal disruption or system reinforcement. Mains sewerage – there is sufficient capacity at the waste water treatment works to accommodate development of this site, however the sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: After allowing for surplus school places, the development of a site of this size would be likely to have to make provision for new primary school education, and possibly in combination with other sites, for secondary school education.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: The adopted Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone</p>

		Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

<b>Level 2</b>		
<b>Accessibility to existing centres and services</b>		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.16km ACF – Great Shelford
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.10km ACF – Great Shelford
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	A = Adequate scope for integration with existing communities	Amber:
How far is the nearest secondary school?	A = 1-3km	Amber: 2.45km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: R = >800m  SCDC: A = 1-3 km	Red/Amber: 1.09km ACF – Great & Little Shelford Primary School
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
<b>Accessibility to outdoor facilities and green spaces</b>		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South	G=No	Green:

Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).		
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 or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
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 (OS) provision?	G = Assumes minimum on-site provision to adopted plan standards is provided onsite	Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
<b>Supporting Economic Growth</b>		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.37km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:
<b>Sustainable Transport</b>		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	R = Service does not meet the requirements of a high quality public transport (HQPT)	Red:
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.16km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	R = No cycling provision or a cycle lane less than 1.5m width with medium volume	Red: The cycle lanes on Shelford Rd are less than 1.5m in width.

	of traffic. Having to cross a busy junction with high cycle accident rate to access local facilities/school. Poor quality off road path.	
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	Green, Green: 241m to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	Green: 20 minute service (Citi 7).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	Between 21 and 30 minutes (4)	Green: 25 minute journey time. (Great Shelford, Westfield Close– Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 4.65km ACF
<b>Air Quality, pollution, contamination and noise</b>		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	G = >1000m of an AQMA, M11, or A14	Green: The site is approximately 1,050m from the M11.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Despite this proposal not being adjacent to an Air Quality Management Area, it is potentially 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.
Are there potential noise and vibration problems if	A = Adverse impacts capable of adequate	Amber: This site requires a full noise assessment

the site is developed, as a receptor or generator?	mitigation	including consideration of noise from the rugby club / social club and of any noise attenuation / mitigation measures.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Potential for some light impact from the rugby club.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	G = Site not within or adjacent to an area with a history of contamination	Green:

### Protecting Groundwater

Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.	G = Not within SPZ1 or allocation is for greenspace	Green:

### Protecting the townscape and historic environment *(Landscape addressed by Green Belt criteria)*

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green: Great and Little Shelford Conservation Areas lie approximately 430m to the south.
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	The site is located in an area of high archaeological potential with a cropmark enclosure of probable late prehistoric or Roman date known within the proposal area (HER 08347). A ring ditch of probable Bronze Age date is

		<p>known to the south, in association with linear features (HER 08337). Roman settlements considered to be of national importance are known to the south west and north east (Scheduled Monument Numbers 57 and 58).</p> <p>We would advise you that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation</p>
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<b>Making Efficient Use of Land</b>		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Minor loss of grade 1 and 2 land	Amber: Agricultural land of high grade (i.e. Agricultural Land Classification Grade 1, 2, 3a) – Grade 2.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
<b>Biodiversity and Green Infrastructure</b>		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	A = No significant opportunities or loss of existing green infrastructure capable of appropriate mitigation	Amber:
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: The greatest impact would be as a result of loss of grassland habitat affecting foraging areas for birds and invertebrates, although the value for bats may be

		limited due to light pollution from the rugby club. However, there are opportunities for habitat enhancement through the planting of small copses and extending hedgerows into the site.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	A = Any adverse impact on protected trees capable of appropriate mitigation	Amber: Tree Preservation Orders – groups of protected trees within the site close to the edge of Great Shelford opposite Bridge Close in the south east corner. Several TPOs on the edge of the site within the village framework of Great Shelford, including several trees on the northwest side of the driveway to 11 Cambridge Road.
<b>Any other information not captured above?</b>		
<b>Conclusions</b>		
<b>Cross site comparison</b>		
<b>Level 1 Conclusion</b> (after allowing scope for mitigation)	<b>R = Significant constraints or adverse impacts</b>	Red: - Adverse impact on Green Belt purposes - Inadequate vehicular access
<b>Level 2 Conclusion</b> (after allowing scope for mitigation)	<b>A = Some constraints or adverse impacts</b>	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context
<b>Overall Conclusion</b>	<b>R = Site with no significant development potential (significant constraints and adverse impacts)</b>	Red:
<b>Viability feedback (from consultants)</b>	R = Unlikely to be viable, A = May be viable G = Likely to be viable	