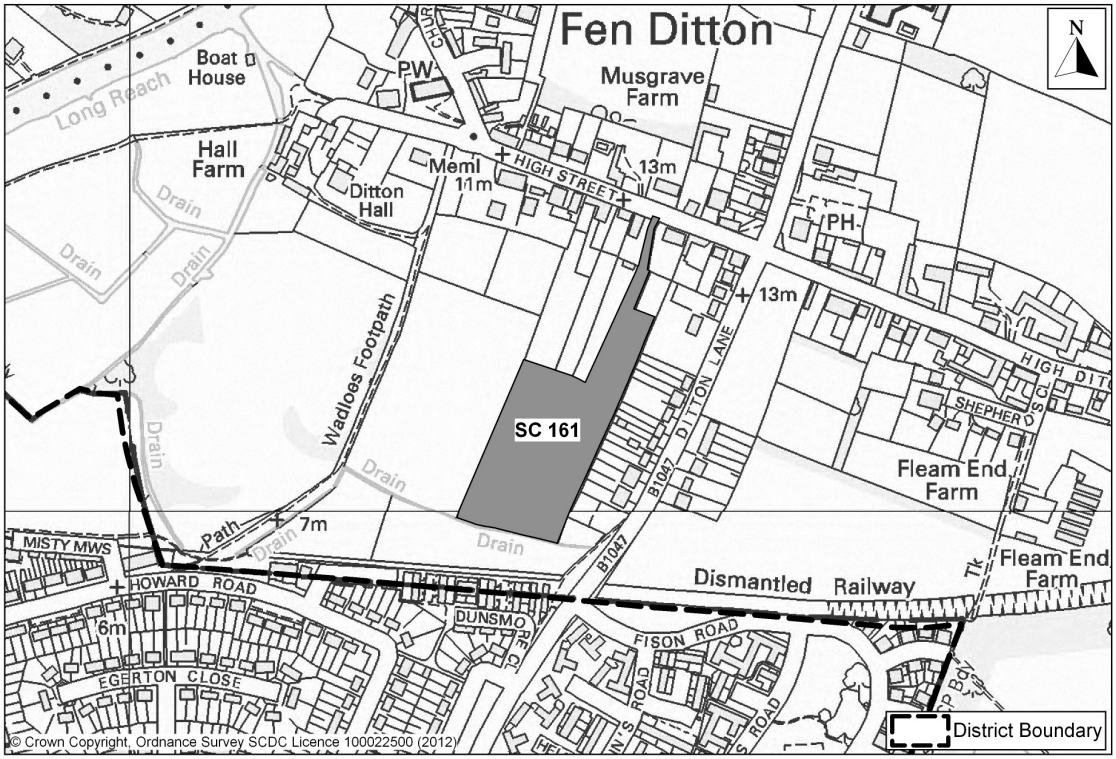
Site Assessments of Rejected Green Belt Sites for Broad Location 9

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC161	
Site name/address: High Street, Fen Ditton	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the south of High Street and west of Ditton Lane on the south western edge of Fen Ditton. It adjoins residential properties to the northern and eastern boundaries, and paddocks to the west and south, separating Fen Ditton from Cambridge. An area of trees in long rear gardens to the west screens the northern part of the site. The site comprises paddock which is well screened by hedgerow on all sides, except adjoining land immediately to the rear of 11 High Street.	
Current use: Paddock	
Proposed use(s): Residential development	
Site size (ha): 1.69 **Assumed net developable area:** 1.52	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 46	
Site owner/promoter: known	
Landowner has agreed to promote site for development?: Yes	
Site origin: SHLAA Call for Sites	

Relevant planning history:
The Panel Report into the draft Cambridgeshire & Peterborough Structure Plan published in February 2003 considered proposals for strategic large scale development around Fen Ditton. At paragraph 8.56 the panel finds that "significant urban expansion in this location would completely overwhelm the village of Fen Ditton which currently retains a clear separate identity as one of Cambridge's necklace of villages'. At paragraph the panel concludes that "major development in this location would provide the opportunity to carry out the management and enhancement of the landscape surrounding Fen Ditton which is recommended in the LDA Study. However, neither this nor any other benefit which this location might offer in terms of sustainable development, in our view, outweighs the likely loss of the integrity of Fen Ditton as a separate settlement which would result from such development. Moreover, enhancement of the landscape in this area does not need to be dependent on new development. In terms of impact on one of the necklace of villages which form an important part of the character and setting of Cambridge, the Panel do not see any material difference between this location and that to the east of Airport Way. We conclude that this is not a location which should accommodate major development of a strategic scale."

Level 1 **Part A: Strategic Considerations**		
Conformity with the Council's Sustainable Development Strategy (SDS)		
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	
Flood Risk		
Criteria	Performance	Comments
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.
Green Belt		
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	See below
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: 2.48km ACF	Red: Depending on the type of development impacts on the Historic Core will be very limited
To prevent communities in the environs of Cambridge from merging into one another and with the City.	RR = Very significant impacts	Red Red: Development of the site will extend the built area of Fen Ditton significantly towards

		Cambridge and link with existing development on Ditton Lane. Only a small area of separation will remain.
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Medium: Lying within the North east Cam corridor, development would have medium effects on the wider setting of Cambridge viewed from the north and more locally from footpaths to the west.
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: Low level developments would have little impact on Key views
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Development would not directly affect the soft green edge of the city, but development could alter the character of the approach to and village of Fen Ditton the and wider views from the north and footpaths to the west.
Distinctive urban edge	G = Not present	Green: Low level development would not directly affect the Urban edge.
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation	Amber: The site would be within the North East Cam River Corridor, and could possibly affect close views and approaches to the Corridor from the north and south.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: Development of the whole site would add a significant extension to Fen Ditton and further change the built form of the village. It would also reduce visual and physical separation of the village from the urban edge of Cambridge

A landscape which has a strongly rural character	G = No impacts or impacts capable of mitigation	Green:Development would infill small paddocks and link built areas of the village and so reduce the rural character of the village edge. And alter the character of the village landscape between Fen Ditton and Cambridge.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red:
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
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?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation	Red: Grade II* Listed 10 High Street is approximately 25m to the north east, Grade II* Ditton Hall and barn and Church of St Mary Virgin are 220m to the west. There are several Grade II Listed buildings along High Street and within the wider Conservation Area, the closest is approximately 30m to the east.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: The Highway Authority also has concerns in relationship to the provision of suitable inter vehicle visibility splay for this site. The promoter states that land on the eastern side of the access shown is part garden let on a short term license, and can be used to widen the access.
Would allocation of the site have a significant impact on the local highway capacity?	G = No capacity constraints identified that cannot be fully mitigated	Green:
Would allocation of the site	A = Insufficient capacity.	Amber: Regarding sites in

have a significant impact on the strategic road network capacity?	Negative effects capable of appropriate mitigation.	the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
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?	G = Start of construction between 2011 and 2016	Green: Information from Call for Sites questionnaire.
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: Electricity - No significant impact on existing network 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 – Fen Ditton has mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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:

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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	G = <400m	Green: 0.38km ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: 0.50km ACF – East Barnwell Health Centre. The doctors surgery in Cambridge has some capacity to grow.
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: 2.91km ACF – Manor Community College
How far is the nearest primary school?	City preference: A = 400-800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: 0.48km ACF - Fen Ditton Community 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:*
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected	G=No	Green:

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).		
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:
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green*:* 0.79km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	G = High quality public transport service	
How far is the site from an existing or proposed train	R = >800m	Red: Approximately 1.02km ACF to the Science Park

station?		Station, further by available routes.
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 is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 24
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	144m ACF to nearest bus stop (196 service). 164m ACF to nearest bus stop (Citi 3 service).
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). 10 minute service (Citi 3).
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.48km ACF
Air Quality, pollution, contamination and noise		
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:Just over 1000m from the A14.
Would the development of the site result in an adverse impact/worsening of air quality?	G = Minimal, no impact, reduced impact	Green:Environmental Health to complete and consider scope for appropriate mitigation
Are there potential noise	G = No adverse effects or	Green:The A14 lies to the

and vibration problems if the site is developed, as a receptor or generator?	capable of full mitigation	East. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation – therefore no objection in principle. Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
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:
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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red:Northern part of the site adjoins the Conservation Area and the access point is within it. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Attractive water meadows lie between the village and the river and these, combined with the surrounding fields serve visually to separate the village from the city. The low-lying land (Ditton Meadows) means that the south-western village edge is clearly defined by the trees

		around the church and the Ditton Hall buildings on slightly higher ground. The setting of the hall is important. Where the High Street joins Church Street is a war memorial, from which Wadloes Footpath leads south to become a narrow, well treed passage that eventually connects with paths to the river. Soon after it leaves High Street there are views of the impressive gables of Ditton Hall and then some long views to the edge of Cambridge city across the fields. The green space immediately east of Wadloes Footpath is important in giving views direct from High Street south towards Fen Ditton Fields across the intervening green wedge of countryside. Development would have a significant adverse impact on townscape and the landscape setting of the village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern.
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 to the south of the historic village core. Finds of Roman date are known in the vicinity. Further information would be necessary in advance of any

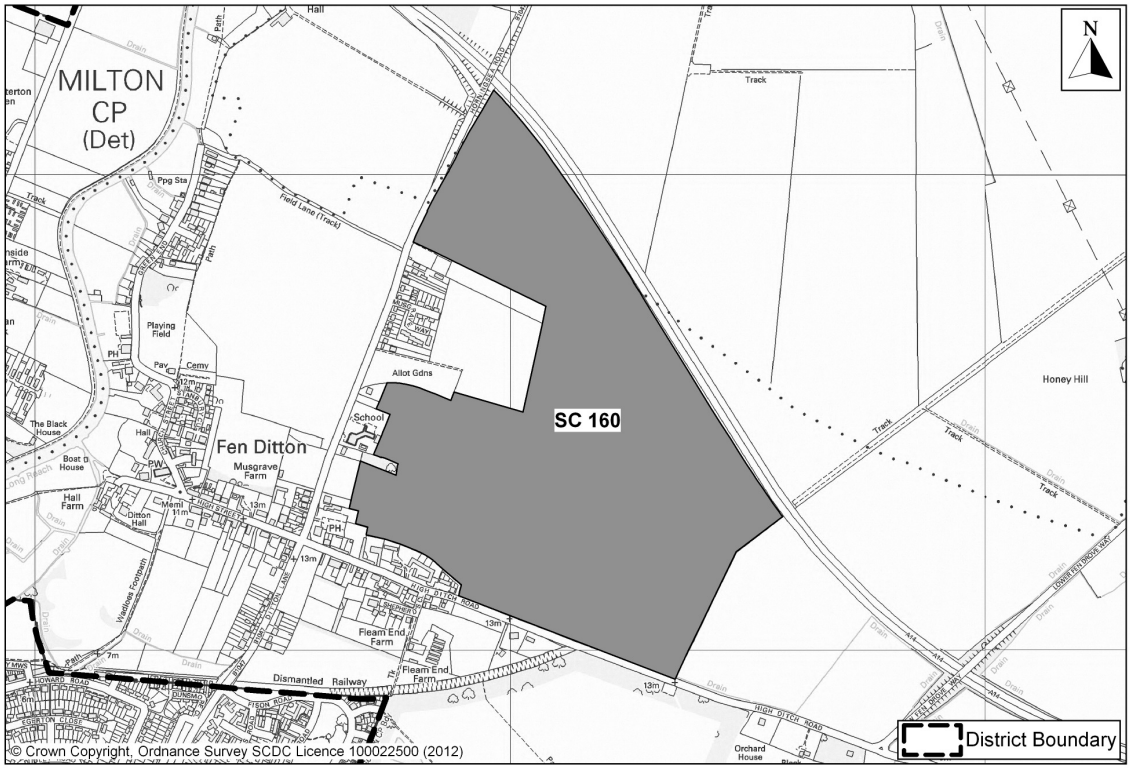
		planning application for this site.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Grade 3.
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 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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found

		into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
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:
Any other information not captured above?		
Important Countryside Frontage – approximately 149m to the west and 72m to the east. Public Rights of Way – the Wadloes footpath lies approximately 110m to the west of the site.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Very significant impact on Green Belt purposes - Significant negative impact on Listed Buildings
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red:Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC160	
Site name/address: Land at Fen Ditton (east of Ditton Lane)	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the east of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Small groups of residential properties lie to the west and south west. Fleam Dyke and a former railway line lie in the south east of the site. The site comprises several large agricultural fields, divided by patchy low level hedgerows. Further open agricultural land surrounds the site to the north west, north, east and south east, and the site is very visible from higher ground, including from Horningsea Road from the north. Note: the site adjoins sites SC036, SC159 and SC254 to the west.	
Current use: Agricultural	
Proposed use(s): Residential development	
Site size (ha): 52.44 **Assumed net developable area:** 20.98	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 629	
Site owner/promoter: Known	
Landowner has agreed to promote site for development?: Yes	
Site origin: SHLAA Call for Sites	

Relevant planning history:
Local Plan 2004 Inspector considered land east of Horningsea Road – stating that "despite the isolated (although sizeable) group of houses at the northern end, a significant proportion of the frontage included in the objection site is currently undeveloped. There are no exceptional circumstances to warrant removing the land from the Green Belt and I find no merit in the suggestion that any part of the larger site be brought within the village framework.

Travelling north out of Fen Ditton beyond that point there is very open land on the western side of Horningsea Road. While there are alternating developed and undeveloped frontages on the eastern side the overall impression is that the main built-up area of the village has been left behind. In my view the single house and school are seen as incidental development within the open landscape which commences immediately to the north of the main continuously built-up part of the village. They therefore form part of a wider area contributing to Green Belt purposes. In the circumstances I consider it anomalous to retain the undeveloped field, single house and school as a finger of 'excluded' land projecting into the Green Belt. In my view this situation amounts to an exceptional circumstance justifying a local amendment to the Green Belt boundary to include the undeveloped field, the house and the school."

The Panel Report into the draft Cambridgeshire & Peterborough Structure Plan published in February 2003 considered proposals for strategic large scale development around Fen Ditton. At paragraph 8.56 the panel finds that "significant urban expansion in this location would completely overwhelm the village of Fen Ditton which currently retains a clear separate identity as one of Cambridge's necklace of villages'. At paragraph the panel concludes that "major development in this location would provide the opportunity to carry out the management and enhancement of the landscape surrounding Fen Ditton which is recommended in the LDA Study. However, neither this nor any other benefit which this location might offer in terms of sustainable development, in our view, outweighs the likely loss of the integrity of Fen Ditton as a separate settlement which would result from such development. Moreover, enhancement of the landscape in this area does not need to be dependent on new development. In terms of impact on one of the necklace of villages which form an important part of the character and setting of Cambridge, the Panel do not see any material difference between this location and that to the east of Airport Way. We conclude that this is not a location which should accommodate major development of a strategic scale."

Level 1
Part A: Strategic Considerations

Conformity with the Council's Sustainable Development Strategy (SDS)		
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	
Flood Risk		
Criteria	Performance	Comments
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.

Green Belt		
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	See below
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: 3.22km ACF	Red:The site is extremely large open and low lying at about 10m AOD. Large scale development on this site would represent a major eastwards extension and form a new skyline blocking views to Fen Ditton Village and Cambridge beyond and would introduce a very significant extension of urban form. It would change the setting and key views from the east and north
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Green:Development would not physically link Fen Ditton with Cambridge but visually would significantly reduce the value of existing separation. The scale of potential development could overwhelm the village of Fen Ditton.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red:Development would introduce significant urban forms into the foreground setting and affect supporting landscape.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would significantly affect Key views to Cambridge from the north and east.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: Development would not directly affect the soft green edge physically but would significantly reduce it's qualities when viewed from the north and east.
Distinctive urban edge	G = Not present	Green:Significant Development would

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 (SCDC only)	RR = Very significant negative impacts incapable of satisfactory mitigation	Red Red: Significant development of the site would be hugely out of scale with Fen Ditton village, would add significant urban areas to the north and east, it would create an urban gateway to the village, reduce the function of separation between Fen Ditton and Cambridge and block views to the village centre from the north and east. . Limited development may be possible to some central and western areas of the site.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: Significant development of the site would produce an urban approach to Fen Ditton village, its setting and Cambridge Visually Cambridge will be extend significantly eastwards.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Significant development of the site would urbanise approaches to Fen Ditton and Cambridge and form an urban skyline viewed from the north and east.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
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?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation	Red: There are several Grade II Listed buildings along High Ditch Road to the south, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 30m to the south.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green A junction located on High Ditch / Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design. The Highway Authority would like to highlight the close proximity of the primary school to this development.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber In the Highway Authority's opinion a significant level of infrastructure will be required to encourage more sustainable transport links which; such infrastructure will extend beyond the confines of the site.
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 Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of

		Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green:Multiple owners, ransom strips, covenants, existing use agreements etc
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: Call for Sites questionnaire states that development could commence before 2016. This is considered to be unrealistic for a site of this size.
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: 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 – Fen Ditton has mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement.

		Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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. The site is adjacent to the village primary school and potential exists for development to add to school capacity either directly via provision of a new school or by provision of additional playing fields, or play space.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green:
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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber:1.00km ACF – Ditton Lane. A de0velopment of this scale would be expected to make some local shopping provision.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: 1.13km ACF - East Barnwell Health Centre. The doctors surgery in Cambridge has some capacity to grow. A site of this scale can be assumed to also provide for its own health needs.
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	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Development on this scale could not be successfully integrated into Fen Ditton.
How far is the nearest secondary school?	R = >3km	Red: 3.54km ACF – Manor Community College km from home to school).
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 0.40km ACF - Fen Ditton Community Primary School A development of this scale would be expected to provide an additional primary school or expanded local provision.
Would development protect	G = No effect or would	Green:

the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	support the vitality and viability of existing centres	
Accessibility to outdoor facilities and green spaces		
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:
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 1.04km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
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: Over 400m from HQPT.
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.59km ACF – Science Park 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: There is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 21
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 800m (3)	479m ACF to nearest bus stop (196 service). **674m ACF to nearest bus stop (Citi 3 service).**
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). **Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).**
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.22km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
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: Adjoins the A14.

Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: This proposal is located close to the Councils' Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. This information will be required prior to further comment.
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: Significant Road Transport noise. The east of the site bounds the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. Site similar to North West Cambridge and at least half the site nearest the A14 is likely to be NEC C (empty site) for night: PPG24 advice "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 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 façade facing A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Noise berms / barriers?. However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance with PPG 24: Planning and Noise and associated noise guidance for any new housing. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. NOISE: Recreation & Commercial The West of the site will be immediately adjacent to Fen Ditton Primary School & Sports Grounds. Such a short distance separation between recreation and residential is unlikely to be in accordance with SCDCs Open Space SPD. Minor to moderate noise related issues from recreation uses. Potential noise nuisance from School eg plant & equipment and classroom uses which should be considered prior to allocation. Noise not quantified but could be mitiagted off site if an issue by s106 but requires full cooperation of school etc. Site should not be allocated until these issues have been considered and mitigation options feasibility etc considered.

		Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
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:
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?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Former railway across site, requires assessment, can be conditioned
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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: The south western part of the site adjoins the Fen Ditton Conservation Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow,

		serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment because backland development would result in the loss of the green rural backdrop and is out of character with the linear settlement pattern.

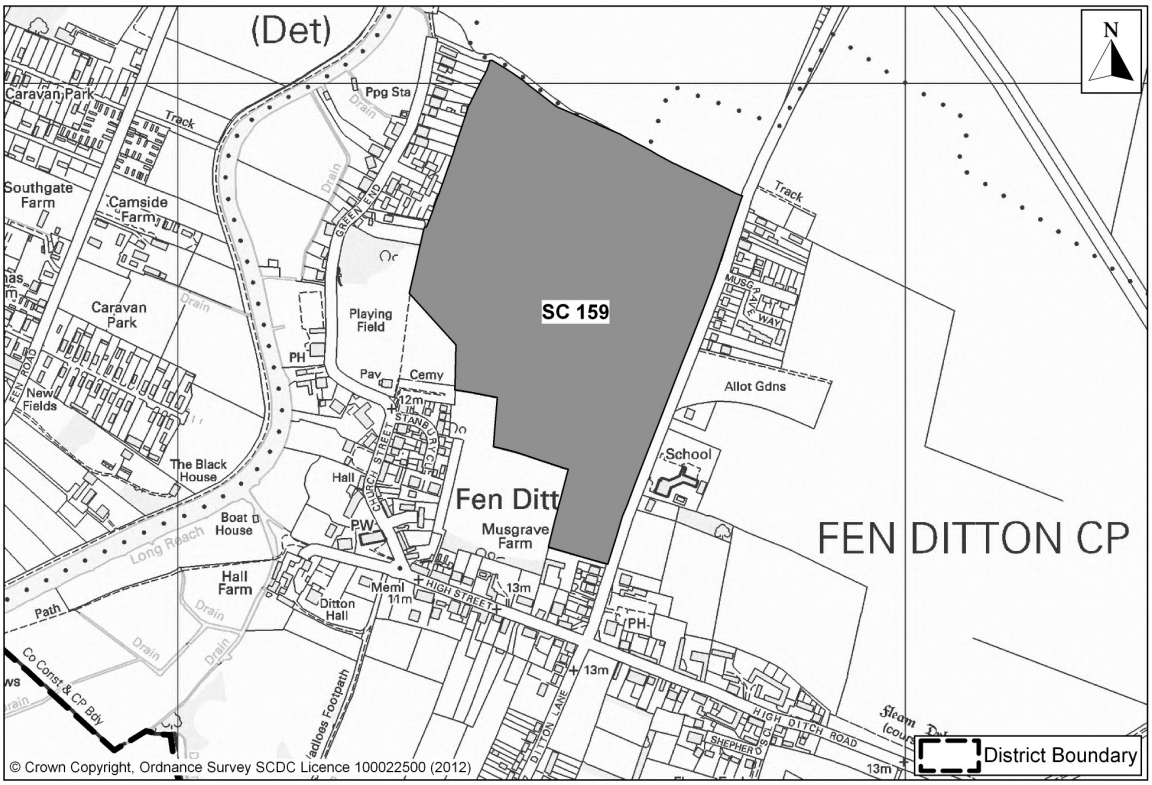
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: There is evidence for extensive prehistoric and Roman activity in the area, including a Roman settlement known from cropmarks to the north. The site is also located to the north of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Further information would be necessary in advance of any planning application for this site.

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:Majority of the site is Grade 2, the rest Grade 3.
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 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?	G = Development could deliver significant new green infrastructure	Green:A site of this scale will have significant opportunities for the delivery of green infrastructure.
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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary

		areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
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:
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Very significant impact on Green Belt purposes - Significant negative impact on Listed Buildings
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red:- Distant from existing services and facilities - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC159	
Site name/address: Land at Fen Ditton (west of Ditton Lane)	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the west of Horningsea Road, on the northern edge of Fen Ditton. The site adjoins residential development in the south eastern corner and to the north western edge. To the west are playing fields and to the south west is a cemetery, adjacent to further residential properties. To the south a paddock separates the site from properties along High Street. The south eastern part of the site comprises a small paddock and the remainder of the site is one large agricultural field. Both fields are largely surrounded by hedgerow, although patchy to the eastern boundary with Horningsea Road. Note: the site adjoins sites SC036, SC160 and SC254 to the east.	
Current use: Agricultural	
Proposed use(s): Residential development	
Site size (ha): 17.19 **Assumed net developable area:** 8.6	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 258	
Site owner/promoter: Known	
Landowner has agreed to promote site for development?: Yes	

Site origin: SHLAA Call for Sites

Relevant planning history:

Previous attempts to gain planning permission on land along the Horningsea Road frontage have been unsuccessful (C/223/58, C/224/58 and C/0228/58) as the housing need was being met elsewhere and the site is outside the development area, in the Green Belt and it is intended that the land should remain in agricultural use. The proposal would constitute ribbon development along an important class III road and would be inappropriate within an Area of Great Landscape Value.

The Panel Report into the draft Cambridgeshire & Peterborough Structure Plan published in February 2003 considered proposals for strategic large scale development around Fen Ditton. At paragraph 8.56 the panel finds that "significant urban expansion in this location would completely overwhelm the village of Fen Ditton which currently retains a clear separate identity as one of Cambridge's necklace of villages'. At paragraph the panel concludes that "major development in this location would provide the opportunity to carry out the management and enhancement of the landscape surrounding Fen Ditton which is recommended in the LDA Study. However, neither this nor any other benefit which this location might offer in terms of sustainable development, in our view, outweighs the likely loss of the integrity of Fen Ditton as a separate settlement which would result from such development. Moreover, enhancement of the landscape in this area does not need to be dependent on new development. In terms of impact on one of the necklace of villages which form an important part of the character and setting of Cambridge, the Panel do not see any material difference between this location and that to the east of Airport Way. We conclude that this is not a location which should accommodate major development of a strategic scale."

Level 1
Part A: Strategic Considerations

Conformity with the Council's Sustainable Development Strategy (SDS)

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	
Flood Risk		
Criteria	Performance	Comments
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
Green Belt		
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	See below
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: 2.91km ACF	Red: The site is large open and low lying at about 10m AOD A footpath linking to Green end and the River runs

		along its northern edge. Large scale development on this site would form a new skyline blocking viws to Fen Ditton Village and Cambridge beyond and would introduce significant development into key views from the north.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	R = Significant negative impacts	Red: Development would not physically link Fen Ditton with Cambridge but visually would significantly reduce the value of existing separation.
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red:Development would introduce significant urban forms into the foreground and affect supporting landscape key views from the north and the adjacent North East Cam Corridor Limited development may be possible to the north west of the site.
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would significantly affect Key views to Cambridge from the north Limited development may be possible to the north west of the site. .
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: Development would not directly affect the soft green edge physically but would significantly reduce it's qualities when viewed from the north. Limited development may be possible to the north west of the site. .
Distinctive urban edge	G = Not present	Green:
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation	Amber: Any development would affect the North East Cam Corridor viewed from the north and east.
The distribution, physical separation, setting, scale and	RR = Very significant negative impacts incapable of	Red Red: Significant development of the site

character of Green Belt villages (SCDC only)	satisfactory mitigation	would be out of scale with Fen Ditton village, would add significant urban areas to the north, create an urban gateway to the village, reduce the function of separation between Fen Ditton and Cambridge and block views to the village centre from the north and east. Limited development may be possible to the north west of the site.
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: Significant development of the site would produce an urban approach to Fen Ditton and Cambridge. Limited development may be possible to the north west of the site.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Significant development of the site would urbanise approaches to Fen Ditton and Cambridge and form an urban skyline viewed from the north and east. Limited development may be possible to the north west of the site.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
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?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation	Red: Grade II* Listed 10 High Street is approximately 85m to the south, and The Old Rectory (195m), Church of St Mary Virgin (197m) and Ditton Hall and barn (316m) to the south west. There are several Grade II Listed buildings along High Street

		(including numbers 5, 16, 19 21 and 50), and along Church Street (including numbers 4, 6, 8, 20, and 22), and along Green End (including numbers 4, 7, 21, 49 and 51). There are also other Listed Buildings in the wider Conservation Area. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green: A junction located on Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design. The Highway Authority would like to highlight the close proximity of the primary school to this development.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative effects capable of appropriate mitigation.	Amber:
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 Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of

		Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
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: Construction likely to start first or within 5-19 years.
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: Electricity - Likely to trigger local 11,000-Volt reinforcement. 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 – Fen Ditton has mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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:
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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.01km ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.13km ACF – East Barnwell Health Centre. The doctors surgery in Cambridge

		has some capacity to grow.
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	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Development on this scale could not be successfully integrated into Fen Ditton.
How far is the nearest secondary school?	A = 1-3km	Amber: 3.00km ACF – Manor Community College
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: 0.27km ACF - Fen Ditton Community 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:
Accessibility to outdoor facilities and green spaces		
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	R=No G=Yes	Not applicable

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: 1.33km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green
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: Over 400m from HQPT.
How far is the site from an existing or proposed train station?	R = >800m	Red: 1.05km ACF – Science Park Station, more by available routes.
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 is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 21

	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)	200m ACF to nearest bus stop (196 service). **788m ACF to nearest bus stop (Citi 3 service).**
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). **Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).**
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.91km ACF
Air Quality, pollution, contamination and noise		
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: This proposal is located close to the A14 Air Quality Management Area and is of a significant size. Extensive and detailed air quality assessments will be required to assess the cumulative impacts of this and other proposed developments within the locality on air quality along with provision of a Low Emissions Strategy. Within 380m of the A14 at closest point.
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
Are there potential noise	A = Adverse impacts	Amber: Noise Significant Road

and vibration problems if the site is developed, as a receptor or generator?	capable of adequate mitigation	Transport The east of the site is approximately 400m from the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. At least half the site nearest the A14 is likely to be NEC C (empty site) for night: PPG24 advice “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 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 façade facing A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Nnoise berms / barriers options? However before this site is allocated for residential development it is recommended that these noise threats / constraints are thoroughly investigated in accordance with PPG 24: Planning and Noise and associated noise guidance

		for any new housing. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability.
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:
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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: A small part of the site to the south east is within the Fen Ditton Conservation Area, and the site adjoins to the south and part of the western boundaries. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only

		exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. It would also have a detrimental impact on the linear and rural character of the village. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment.
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	A = Known archaeology on	Amber: The site is located to the

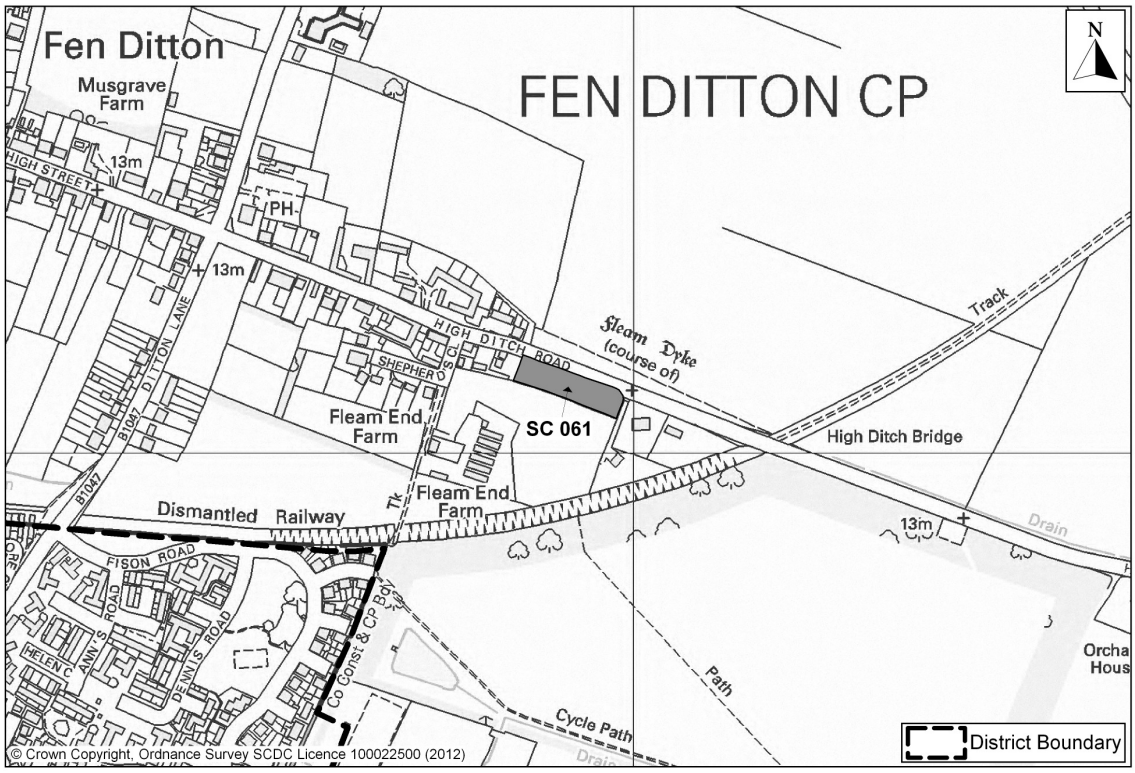
upon archaeology?	site or in vicinity	north of the historic village core. Evidence for the earlier medieval village core survives as earthworks to the west. Cropmarks to the north indicate the location of a settlement of Roman date. Further information would be necessary in advance of any planning application for this site.

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: Majority of the site is Grade 2, the rest Grade 3 and Grade 4
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 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?	G = Development could deliver significant new green infrastructure	Green:
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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage

		ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
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:
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Very significant impact on Green Belt purposes - Significant negative impact on Listed Buildings
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Distant from existing services and facilities - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC061	
Site name/address: Land off High Ditch Road, Fen Ditton	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the south of High Ditch Road on the eastern edge of Fen Ditton. It adjoins residential properties to the east and west. Fleam End Farm and paddock land lies to the south and open agricultural land lies to the north. The site comprises a small semi-enclosed paddock, with hedgerow to the southern and eastern edges but exposed to the western and part of the northern boundaries.	
Current use: Paddock	
Proposed use(s): 10 dwellings	
Site size (ha): 0.32 **Assumed net developable area:** 0.32	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 10	
Site owner/promoter: Known	
Landowner has agreed to promote site for development?: Yes	
Site origin: SHLAA Call for Sites	

Relevant planning history: There have been attempts to gain permission for one or two dwellings on the site (C/179/58/ and C/261/71), which were refused for being in the Green Belt and the need for housing was being met elsewhere. It was also considered the proposed development would spoil the character of the area.		
Level 1 **Part A: Strategic Considerations**		
Conformity with the Council's Sustainable Development Strategy (SDS)		
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	
Flood Risk		
Criteria	Performance	Comments
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.
Green Belt		
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	
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: 3.00km ACF	Red: The Site Lies to the east of Fen Ditton, north of High Ditch Road. The site is low lying at about 10m AOD and flat Little effect on the Historic Core of Cambridge. Development would front directly onto High Ditch Road.
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: Development would not physically link to Cambridge by could possibly reduce visual separation when viewed from the north.
To maintain and enhance the quality of the setting of Cambridge	G = Minor and minor/negligible impacts	Green: Development would introduce additional urban forms into the near landscape when viewed from the north
Key views of Cambridge /	G = No or negligible impact	Green: Low impact - The site

Important views	on views	lies to the east of key low level views to Cambridge, and world add some urban elements to the foreground of views from the north
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Development would introduce more urban forms into wider views of the soft green edges.
Distinctive urban edge	G = Not present	Green: Development would not have a direct effect on the City edge
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: Development would lie close to the North East Cam corridor, but would not directly affect it.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	RR = Very significant negative impacts incapable of satisfactory mitigation	Red, Red: The development would significantly extend Fen Ditton to the east along High Ditch Road and form a new entrance to the village. It would have significant effects on the conservation are. Due to the position and dimensions of the site mitigation will be difficult.
A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: The landscape east of Fen Ditton is more open and of larger scale than closer to the village, but development would form a new urban edge and would be highly visible from the east
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development would have generally low effects on the setting of Cambridge but more significant impacts on Ten Ditton village
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient	G = Site is not on or adjacent to a SAM	Green:

Monument (SAM)?		
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: There are several Grade II Listed buildings along High Ditch Road, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 130m to the west.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green: A junction located on High Ditch Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.
Would allocation of the site have a significant impact on the local highway capacity?	G = No capacity constraints identified that cannot be fully mitigated	Green:
Would allocation of the site have a significant impact on the strategic road network capacity?	G = No capacity constraints identified that cannot be fully mitigated	Green: Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
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?	G = Start of construction between 2011 and 2016	Green: Information from Call for Sites questionnaire.
Would development of the site require significant new / upgraded utility	A = Yes, significant upgrades likely to be required, constraints capable of	Amber: Electricity - No significant impact on existing network

infrastructure?	appropriate mitigation	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 – Fen Ditton has mains gas supply and the site is likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and

		City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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:
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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: 0.72km ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 0.86km ACF - East Barnwell Health Centre. The doctors surgery in Cambridge has some capacity to grow.
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?	R = >3km	Red: 3.32km ACF - St Bede's Inter-Church Comprehensive School
How far is the nearest	City preference:	Amber/Green: 0.46km ACF –

primary school?	A = 400-800m SCDC: G = <1km or non housing allocation or site large enough to provide new school	Fen Ditton Community 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:
Accessibility to outdoor facilities and green spaces		
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: On site provision would not be expected on a site of this size.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or	Green: 0.74km ACF – nearest employment 2000+ employees

	is for another non-residential use	
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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
Sustainable Transport		
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: Approximately 1,500 as the crow flies, further by available routes.
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 is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	408m ACF to nearest bus stop (196 service). **406m ACF to nearest bus stop (Citi 3 service).**
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6))	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station).

		Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.00km ACF
Air Quality, pollution, contamination and noise		
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: Within 610m at closest point.
Would the development of the site result in an adverse impact/worsening of air quality?	G = Minimal, no impact, reduced impact	Green:
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 A14 lies to the East. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful 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, dual aspect with sealed non-openable windows on façade facing Roads, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options? Noise likely to influence the design / layout and number / density of residential premises. NOISE - Industrial Noise

		The Eastern wedge of the site is immediately adjacent to industrial units at Fleam End Farm, High Ditch Rd with medium sized industrial type units / uses including light industrial and a vehicle repair workshop. These are unlikley to be considered compatible uses. Noise from activities and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Odour may also be an issue. It is unlikely that mitigation measures on the proposed development site alone can provide an acceptable ambient noise environment. Noise insulation / mitigation abatement measures could be required off-site at the industrial units but there is uncertain as to whether these would be effective. Such mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required and there are no guarantees that these can be secured. Without mitigation any detrimental economic impact on existing businesses should also be considered prior to allocation. Before any consideration is given to allocating this site for residential development it is recommended that these noise constraints are thoroughly investigated and duly considered / addressed including consideration of mitigation by undertaking odour and noise impact / risk

		assessments in accordance with PPG 24 Planning and Noise and associated guidance.
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:
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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: The western part of the site is within the Fen Ditton Conservation Area, adverse impact on character. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of

		good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. It would also have a detrimental impact on the linear and rural character of the village.
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 to the south of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Cropmarks to the north indicate the location of a settlement of Roman date. Further information would be necessary in advance of any planning application for this site.

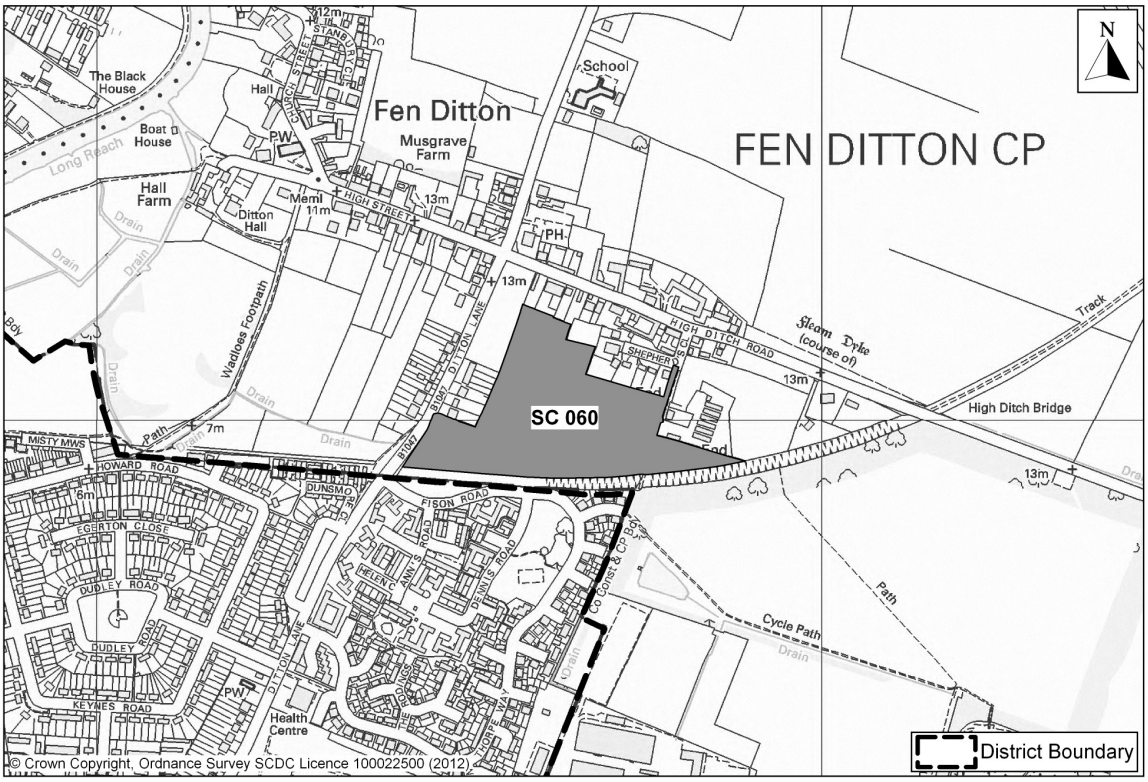
Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Grade 3
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 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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.

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:
Any other information not captured above?		
The site is within the area covered by the Cambridge East AAP. A footpath lies approximately 50m to the south of the site.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Distant from existing services and facilities - Distant from Secondary School - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC060	
Site name/address: Land south of Shepherds Close, Fen Ditton	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the south of High Ditch Road and east of Ditton Lane on the south eastern edge of Fen Ditton. It adjoins residential properties to the northern and part of the western boundaries. A former railway line separates the southern edge of the site from Cambridge city. Fleam End Farm lies to the east. The northern part of the site comprises two enclosed paddocks, separated from the southern, agricultural land, by a dense vegetation belt.	
Current use(s): Paddock and agricultural	
Proposed use(s): Approximately 200 dwellings	
Site size (ha): 5.06 **Assumed net developable area:** 3.79	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 114	
Site owner/promoter: Owners known	
Landowner has agreed to promote site for development?: Yes	

Site origin: SHLAA call for sites

Relevant planning history:

The Panel Report into the draft Cambridgeshire & Peterborough Structure Plan published in February 2003 considered proposals for strategic large scale development around Fen Ditton. At paragraph 8.56 the panel finds that "significant urban expansion in this location would completely overwhelm the village of Fen Ditton which currently retains a clear separate identity as one of Cambridge's necklace of villages'. At paragraph the panel concludes that "major development in this location would provide the opportunity to carry out the management and enhancement of the landscape surrounding Fen Ditton which is recommended in the LDA Study. However, neither this nor any other benefit which this location might offer in terms of sustainable development, in our view, outweighs the likely loss of the integrity of Fen Ditton as a separate settlement which would result from such development. Moreover, enhancement of the landscape in this area does not need to be dependent on new development. In terms of impact on one of the necklace of villages which form an important part of the character and setting of Cambridge, the Panel do not see any material difference between this location and that to the east of Airport Way. We conclude that this is not a location which should accommodate major development of a strategic scale."

Level 1
Part A: Strategic Considerations

Conformity with the Council's Sustainable Development Strategy (SDS)

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	
Flood Risk		
Criteria	Performance	Comments
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.
Green Belt		
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	See below-
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: 2.69km ACF	Red: The Site Lies to the South of Fen Ditton, Between High Ditch Road to the North and Ditton Lane to the west. The site is low lying at about 10m AOD and flat. Little effect on the Historic Core of Cambridge. Development would be set back from roads, screened by existing development and

		established vegetation
To prevent communities in the environs of Cambridge from merging into one another and with the City.	RR = Very significant impacts	Red, Red: Very significant Impacts. Development would physically and visually join Fen Ditton with the Fison Road area north of Cambridge City Cemetery. Even where set back, development would be visible from Ditton Road
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: Development would have a high impact on the approach to Cambridge particularly viewed from Ditton Lane. The Cambridge Green Belt Study identifies a short but significant area of countryside which enhances the approach to Cambridge and is also informed by the character of the conservation area on High Ditch Road.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: There are limited low level views to Cambridge form the north to the west of the site but views to Fen Ditton village and open countryside would be affected.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Areas of paddock and mature hedgerows form a soft green edge somewhat reduced by an area of housing on Ditton Road.
Distinctive urban edge	G = Not present	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: The development would lie close to the River Cam Green corridor but not affect it directly.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	RR = Very significant negative impacts incapable of satisfactory mitigation	Red, Red: Development would have very significant effects to the setting of Fen Ditton – on the small scale landscape setting of paddocks and mature vegetation, the separation from Cambridge, The approach to the village from the east and on the Village conservation area

A landscape which has a strongly rural character	G = No impacts or impacts capable of mitigation	Green:
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: Development is likely to have significant adverse effects on the setting, separation and village and landscape character of Fen Ditton and its relationship with Cambridge.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
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?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation	Red: Listed Buildings – The site lies to the rear of numbers 6, 14, 16, 22 High Ditch Road. Numbers 15, 17, 23, 25 and its dovecote and granary lie on the opposite side of High Ditch Road. All are Grade II Listed. There are several other Grade II Listed buildings along High Street within the wider Conservation Area to the west of Ditton Lane.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green: A junction located on Shepherds Close would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.
Would allocation of the site have a significant impact on the local highway capacity?	G = No capacity constraints identified that cannot be fully	Green:

	mitigated	
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 Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No impact	Green:
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?	G = Start of construction between 2011 and 2016	Green: Information from Call for Sites questionnaire.
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: Electricity - No significant impact on existing network 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 – Fen Ditton has mains gas supply and there would a requirement for a small amount of local reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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:
Is the site located within the	A = Site or part of site within	Amber: Location within a

Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	the SZ	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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: 0.44km ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: 0.58km ACF – East Barnwell Health Centre. The doctors surgery in Cambridge has some capacity to grow.
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?	R = >3km	Red: 3.17km ACF – Manor Community College
How far is the nearest primary school?	City preference: A = 400-800m SCDC: A = 1-3 km	Amber: 0.45km ACF - Fen Ditton Community 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	Amber:
Accessibility to outdoor facilities and green spaces		
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	G=No	Green:

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:
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: 0.65km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
Sustainable Transport		
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: Approximately 1,500m as the crow flies, further by available routes.
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	Red: There is no provision for cyclists at the southern end of Horningsea Road.

	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	Total Score = 24
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 400m (6)	226m ACF to nearest bus stop (196 service). **128m ACF to nearest bus stop (Citi 3 service).**
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). **Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).**
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.69km ACF
Air Quality, pollution, contamination and noise		
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: Site is within 850m of the A14
Would the development of the site result in an adverse impact/worsening of air quality?	G = Minimal, no impact, reduced impact	Green:
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 A14 lies to the East. Traffic noise will need assessment in accordance with PPG 24 and associated guidance. The impact of existing noise on any future residential in this area is a material consideration in terms

		of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful 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, dual aspect with sealed non-openable windows on façade facing Roads, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options? Noise likely to influence the design / layout and number / density of residential premises. NOISE - Industrial Noise The Eastern wedge of the site is immediately adjacent to industrial units at Fleam End Farm, High Ditch Rd with medium sized industrial type units / uses including light industrial and a vehicle repair workshop. These are unlikley to be considered compatible uses. Noise from activities and vehicle movements are material considerations with significant negative impact potential in terms of health and well being and a poor quality living environment and possible noise nuisance. Odour may also be an issue. It is unlikely that mitigation measures on the proposed development site alone can provide an acceptable ambient noise environment. Noise insulation / mitigation abatement

		measures could be required off-site at the industrial units but there is uncertain as to whether these would be effective. Such mitigation measures are likely to require the full cooperation of the business operators and section 106 planning / obligation requirements may be required and there are no guarantees that these can be secured. Without mitigation any detrimental economic impact on existing businesses should also be considered prior to allocation. Before any consideration is given to allocating this site for residential development it is recommended that these noise constraints are thoroughly investigated and duly considered / addressed including consideration of mitigation by undertaking odour and noise impact / risk assessments in accordance with PPG 24 Planning and Noise and associated guidance.
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:
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: No known adverse effects.
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Adjacent to former railway. A Contaminated 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.	G = Not within SPZ1 or allocation is for greenspace	Green:

These zones show the risk of contamination from any activities that might cause pollution in the area.		

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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: Adjacent to the Fen Ditton Conservation Area. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact

		on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this site would be completely out of scale with the existing village. It would also have a detrimental impact on the linear and rural character of the village.
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 to the south of the route of the Fleam Dyke, an earthwork boundary of Saxon date. Cropmarks to the north indicate the location of a settlement of Roman date. Further information would be necessary in advance of any planning application for this site.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 and 2 land.	Green: Grade 3.
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 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	A = No significant opportunities or loss of	Amber:

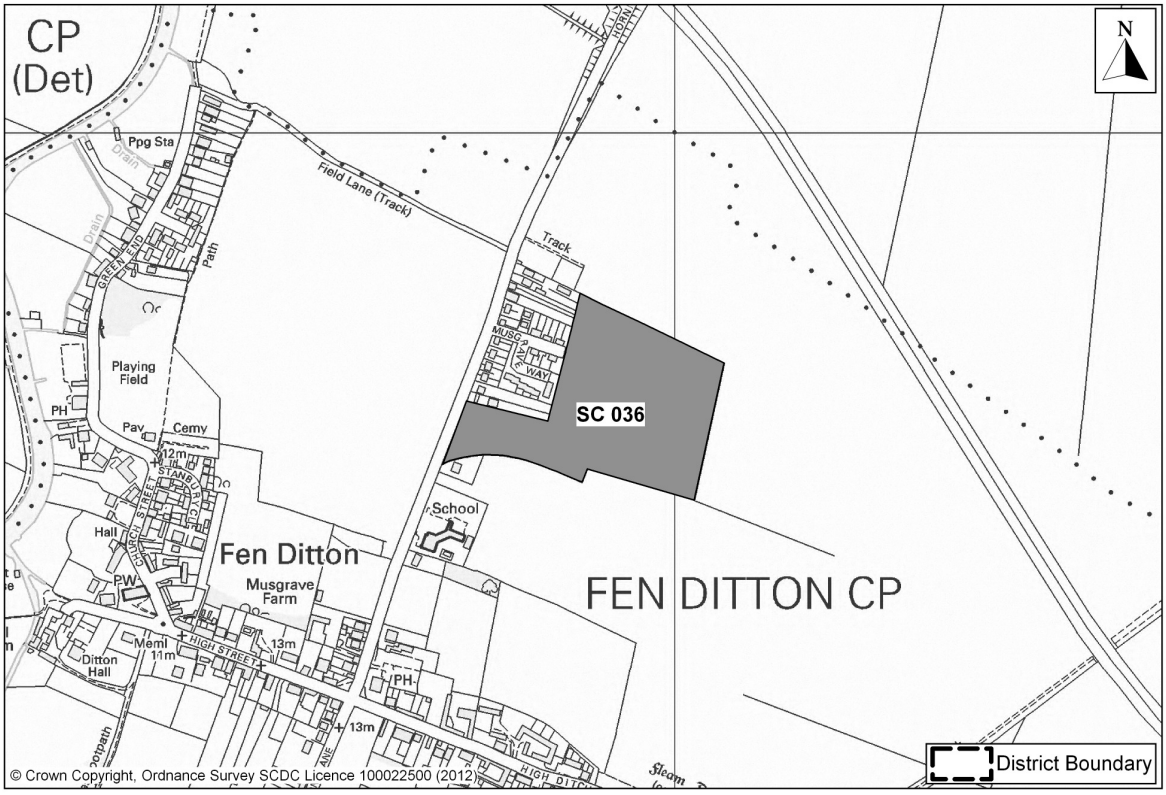
infrastructure delivery?	existing green infrastructure capable of appropriate mitigation	
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	A = Development would have a negative impact on existing features or network links but capable of appropriate mitigation	Amber: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or adequately integrated into the design.
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:
Any other information not captured above?		
The site is within the area covered by the Cambridge East AAP. Important Countryside Frontage – lies along the Ditton Lane and High Ditch Road frontages to the north west of the site. Public Rights of Way – a footpath lies approximately 30m to the east of the site.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after	**R = Significant constraints**	Red:

allowing scope for mitigation)	**or adverse impacts**	- Very significant impact on Green Belt purposes - Significant negative impact on Listed Buildings
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Distant from Secondary School - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC036	
Site name/address: Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)	
Functional area (taken from SA Scoping Report): *City only*	
Map:	



Site description:
The site is located to the east of Horningsea Road, on the north eastern edge of Fen Ditton. The site forms an inverted 'L' shape to the south and west of a small group of residential properties, and a further residential property lies to the south. It is surrounded on all other sides by open agricultural land and is very visible from higher ground. The site comprises two areas of land; with allotments in the southern part and agricultural land to the rear of the residential properties. The allotments are well screened from the road by dense hedgerows and there is a hedgerow along the southern boundary. The eastern and parts of the northern boundary are exposed to views across the wider landscape, as is the agricultural land to the rear of the residential properties.

Note: the site adjoins sites SC159 to the west and SC160 to the west.

Current use(s):
Allotments and agricultural

Proposed use(s): 216 dwellings with public open space

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

Site size (ha): 5.36
Assumed net developable area: 4.02

Assumed residential density: 30 dph (Group Village)

Potential residential capacity: 120

Site owner/promoter: Owners known

Landowner has agreed to promote site for development?: Yes

Site origin: SHLAA call for sites

Relevant planning history:
Local Plan 2004 Inspector considered land east of Horningsea Road – that "despite the isolated (although sizeable) group of houses at the northern end, a significant proportion of the frontage included in the objection site is currently undeveloped. There are no exceptional circumstances to warrant removing the land from the Green Belt and I find no merit in the suggestion that any part of the larger site be brought within the village framework.

Travelling north out of Fen Ditton beyond that point there is very open land on the western side of Horningsea Road. While there are alternating developed and undeveloped frontages on the eastern side the overall impression is that the main built-up area of the village has been left behind. In my view the single house and school are seen as incidental development within the open landscape which commences immediately to the north of the main continuously built-up part of the village. They therefore form part of a wider area contributing to Green Belt purposes. In the circumstances I consider it anomalous to retain the undeveloped field, single house and school as a finger of 'excluded' land projecting into the Green Belt. In my view this situation amounts to an exceptional circumstance justifying a local amendment to the Green Belt boundary to include the undeveloped field, the house and the school".

The Panel Report into the draft Cambridgeshire & Peterborough Structure Plan published in February 2003 considered proposals for strategic large scale development around Fen Ditton. At paragraph 8.56 the panel finds that "significant urban expansion in this location would completely overwhelm the village of Fen Ditton which currently retains a clear separate identity as one of Cambridge's necklace of villages'. At paragraph the panel concludes that "major development in this location would provide the opportunity to carry out the management and enhancement of the landscape surrounding Fen Ditton which is recommended in the LDA Study. However, neither this nor any other benefit which this location might offer in terms of sustainable development, in our view, outweighs the likely loss of the integrity of Fen Ditton as a separate settlement which would result from such development. Moreover, enhancement of the landscape in this area does not need to be dependent on new development. In terms of impact on one of the necklace of villages which form an important part of the character and setting of Cambridge, the Panel do not see any material difference between this location and that to the east of Airport Way. We conclude that this is not a location which should accommodate major development of a strategic scale."

Level 1
Part A: Strategic Considerations

Conformity with the Council's Sustainable Development Strategy (SDS)

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	
Flood Risk		
Criteria	Performance	Comments
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.
Green Belt		
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	See below
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: 3.19km 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 site would introduce a significant area of development directly to the north of Fen Ditton and would close one of the green gaps separating the village from the city. The perception of remaining separation would also be reduced.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: The site would introduce a substantial area of development into the foreground of the city setting when viewed from the north and east
Key views of Cambridge / Important views	G = No or negligible impact on views	Green: The site does not directly affect key vies of Cambridge which lie to the west of the site.
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: The edge of Cambridge is formed by a skyline of trees and hedges, with Fen Ditton in the foreground and development would not directly affect it.

		However greatly increase the proportion of built form when viewed from the north and east
Distinctive urban edge	G = Not present	Green: The urban edge lies to the south of Fen Ditton.
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	RR = Very significant negative impacts incapable of satisfactory mitigation	Red, Red: The Development introduces an substantial and highly visible extension to Fen Ditton into an area of supportive landscape
A landscape which has a strongly rural character	R = Significant negative impacts incapable of satisfactory mitigation	Red: The development would represent proportionally a very large expansion to Fen Ditton. It would be highly visible in an open landscape and alter the rural approaches to the villa he from the north and east. Although not completely joining Fen Ditton to Cambridge green separation would be closed leaving only a short gap to the south of the village.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red, Red: The landscape north of Fen Ditton is open and level, and remains rural despite the proximity of the A14. This development would introduce a significant urban area into a rural landscape.
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument	G = Site is not on or adjacent to a SAM	Green:

(SAM)?		
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: Listed Buildings – there are several Grade II Listed buildings along High Ditch Road to the south, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 360m to the south.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green: A junction located on Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.
Would allocation of the site have a significant impact on the local highway capacity?	G = No capacity constraints identified that cannot be fully mitigated	
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 Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Site adjoins other SHLAA sites. Some potential for impact on larger sites.
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?	G = Start of construction between 2011 and 2016	Green: Information from Call for Sites questionnaire.
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: 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 – Fen Ditton has mains gas supply and there would a requirement for a small amount of local reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school

		places, 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:
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, 15.2m/50ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.10KM ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.23km ACF – East Barnwell Health Centre
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	R = Limited scope for integration with existing communities / isolated and/or separated by non-residential land uses	Red: Development would be isolated from the main part of the village.
How far is the nearest secondary school?	R = >3km	Red: 3.37km ACF – Manor Community College
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: 0.29 km ACF – Fen Ditton Community 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:
Accessibility to outdoor facilities and green spaces		
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).	R=Yes	Red: Loss of allotments.
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)?	G=Yes	Green: Allotments could be replaced on-site.
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: Score assumes that the site could accommodate replacement allotments and otherwise achieve the minimum standard of open space on site to plan standards.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 1.27km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
Sustainable Transport		

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: 1.41km ACF – Science Park 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: There is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 20
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 1000m (2)	191m ACF to nearest bus stop (196 service). 802m ACF to nearest bus stop (Citi 3 service) which provides the best overall score.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). **Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).**
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	3.19km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the	A = <1000m of an AQMA, M11 or A14	Amber: Within 260m at closest point.

A14?		
Would the development of the site result in an adverse impact/worsening of air quality?	G = Minimal, no impact, reduced impact	Green:
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of appropriate mitigation	Amber: Significant Road Transport noise. The east of the site is close to the A14 and there is a high level of ambient / diffuse traffic noise. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. Noise likely to influence the design / layout and number / density of residential premises. At least half the site nearest the A14 is likely to be NEC C (empty site) for night: PPG24 advice “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 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 façade facing A14, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Nnoise berms / barriers options? However before this site is allocated for residential development it is recommended

		that these noise threats / constraints are thoroughly investigated in accordance with PPG 24: Planning and Noise and associated noise guidance for any new housing. This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. Noise: Generation Off-site Some minor to moderate additional off-site road traffic noise generation on existing residential due to development related car movements but dependent on location of site entrance. Possible to mitigate but may require s106 agreements.
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:
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	Green:

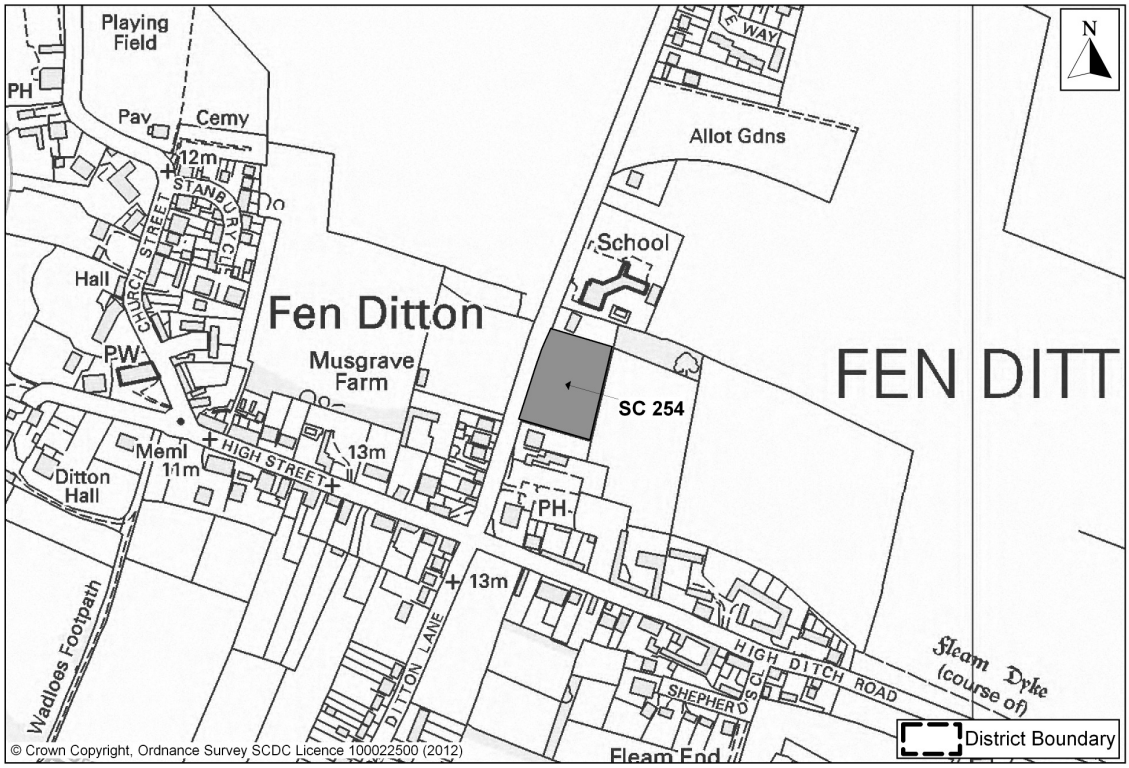
	such areas	
Would development impact upon a Conservation Area?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. Development of this very large agricultural site will be very visible from the wider landscape and would be completely out of scale with the existing village. It would also have a detrimental impact on the linear and rural character of the village.
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: Cropmarks to the north indicate the location of a settlement of Roman date. Further information would be necessary in advance of any planning application for this site.

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: Just under half of the site is Grade 2, the rest Grade 3.
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 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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been protected or

		adequately integrated into the design.
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:
Any other information not captured above?		
The doctors surgery in Cambridge has some capacity to grow. The village of Fen Ditton is close to the boundary of the Swaffham internal Drainage Board. The District does not have the capacity to accept direct discharge into its system. Any discharge would have to be at the green field run off rates.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Distant from existing services and facilities - Distant from Secondary School - Distant from well served bus stops - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	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

Site Information	**Broad Location 9 Fen Ditton**
Site reference number(s): SC254	
Site name/address: Land between 12 and 28 Horningsea Road, Fen Ditton	
Functional area (taken from SA Scoping Report): *City only*	
Map: 	
Site description: The site is located to the east of Horningsea Road on the eastern edge of Fen Ditton. The site lies to the north of residential properties and south of Fen Ditton Primary School. To the east and west is paddock and agricultural land. The site comprises a small paddock enclosed by hedgerows on all sides, patchy in places. The land is raised in relation to its surroundings. Note: the site adjoins sites SC160 to the east and SC159 to the west.	
Current use: Paddock	
Proposed use(s): 18-20 dwellings with public open space	
Site size (ha): 0.52 **Assumed net developable area:** 0.47	
Assumed residential density: 30 dph (Group Village)	
Potential residential capacity: 14	
Site owner/promoter: known	
Landowner has agreed to promote site for development?: Yes	
Site origin: SHLAA Call for Sites	

Relevant planning history:
Local Plan 2004 Inspector - "In my view, the present village framework boundary is drawn at an appropriate point in relation to its purpose. Travelling north out of Fen Ditton beyond that point there is very open land on the western side of Horningsea Road. While there are alternating developed and undeveloped frontages on the eastern side the overall impression is that the main built-up area of the village has been left behind. In my view the single house and school are seen as incidental development within the open landscape which commences immediately to the north of the main continuously built-up part of the village. They therefore form part of the wider area contributing to Green Belt purposes." The Inspector concluded by recommending the Green Belt boundary be amended to include this site, together with the house and school to the north.

Previous attempts to gain planning permission for residential development on the site have been unsuccessful (S/1569/79/O, S/0048/84/O, S/0974/81/O and C/0752/71/O). As well as being in the Green Belt, it was considered that would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

The appeal Inspector (S/1569/79/O) "The village of Fen Ditton is basically linear in form and is centred on the High Street where there development is compact. Horningsea Road runs northwards from the High Street, and at its southern end has 2 older houses fronting it on the west with 2 new houses almost opposite. Beyond these houses the existing development is scattered with noticeable gaps until a further group of more closely knit houses is reached. In my opinion the houses at the southern end of Horningsea Road form the northern limit of the village proper, the development then becoming more open. The school and police house are at present clearly detached from the village by the appeal site and the land on the opposite side of the road is open. In my opinion, therefore, the frontage cannot be accurately described as 'otherwise built-up'."

Level 1 **Part A: Strategic Considerations**		
Conformity with the Council's Sustainable Development Strategy (SDS)		
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	
Flood Risk		
Criteria	Performance	Comments
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).
Green Belt		
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	See below	See below

setting?		
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: 2.84km ACF	Red: The Site is small, level and low lying at approximately 10m AOD. It Lies directly to the south of Fen Ditton School, fronting Horningsea Road to the west.
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: Development of the site will not reduce the green separation but will increase the proportion of built frontage north of High Ditch Road
To maintain and enhance the quality of the setting of Cambridge	A = Medium and medium/minor impacts	Amber: The site lies within the North East Cam Corridor and will influence the approach to the City from the north by increasing built frontage to Horningsea Road
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber:
Soft green edge to the City	A = Existing lesser quality edge / negative impacts but capable of mitigation	Amber: Development would not directly affect the soft green edge of the city, but development could alter the character of the approach to and village of Fen Ditton
Distinctive urban edge	G = Not present	Green: Low level development would not directly the Urban edge
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 (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: Development would link existing areas of built form to the north of the village and be visible from approaches to the north and east.

A landscape which has a strongly rural character	A = Negative impacts but capable of partial mitigation	Amber: Development would infill small paddocks and link built areas of the village reduce the rural character of the village edge.
Overall conclusion on Green Belt	R = Very high and high impacts	Red:
Impact on national Nature Conservation Designations		
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:
Impact on National Heritage Assets		
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?	R = Site contains, is adjacent to, or within the setting of such buildings with potential for significant negative impacts incapable of appropriate mitigation	Red: Grade II* Listed 10 High Street is approximately 115m to the south west. There are several Grade II Listed buildings along High Street to the south west and High Ditch Road to the south, including numbers 6, 14, 15, 16, 17, 22, 23 and 25; the closest is approximately 105m to the south.
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	G = Yes	Green: A junction located on Horningsea Road would be acceptable to the Highway Authority. The proposed site is acceptable in principle subject to detailed design.
Would allocation of the site have a significant impact on the local highway capacity?	G = No capacity constraints identified that cannot be fully mitigated	Green:
Would allocation of the site have a significant impact on the strategic road network capacity?	G = No capacity constraints identified that cannot be fully mitigated	Green: Regarding sites in the Fen Ditton / Fulbourn et al / Gt Wilbraham / Teversham area (estimated capacity of 10,922 dwellings on 25 sites) the Highways Agency comment that sites at the southern end of this

		group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Sites around Fen Ditton are more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge.
Is the site part of a larger site and could it prejudice development of any strategic sites?	A = Some impact	Amber: Site adjoins other SHLAA sites. Some potential for impact on larger sites.
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?	G = Start of construction between 2011 and 2016	Green: Information from Call for Sites questionnaire.
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: Electricity - No significant impact on existing network. 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 – Fen Ditton has mains gas supply and the site is

		likely to be able to be accommodated with minimal disruption or system reinforcement. Mains sewerage - There is sufficient capacity at the 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.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Fen Ditton has one Primary School with a PAN of 25 and school capacity of 175, and lies within the catchment of Bottisham Village College. In their 2011 submission to the South Cambridgeshire and City Infrastructure Study, the County Council stated there was a surplus of 10 primary places in Fen Ditton taking account of planned development in Fen Ditton. After allowing for surplus school places, 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:
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, 15.2m/50ft in

		height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	A = 400-800m	Amber: 0.75km ACF – Ditton Lane
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 0.87km ACF – East Barnwell Health Centre. The doctors surgery in Cambridge has some capacity to grow.
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:
How far is the nearest secondary school?	R = >3km	Red: 3.12km ACF – Manor Community College
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: 0.09km ACF - Fen Ditton Community 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:
Accessibility to outdoor facilities and green spaces		
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:
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	G = <1km or allocation is for or includes a significant element of employment or is for another non-residential use	Green: 1.00km 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?	G = Within or adjacent to the 40% most deprived Local Super Output Areas (LSOA) within Cambridge according to the Index of Multiple Deprivation 2010.	Green:
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	Approximately 476m to Citi 3 route.
How far is the site from an existing or proposed train station?	R = >800m	1.17km ACF – Science Park 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.	There is no provision for cyclists at the southern end of Horningsea Road.
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	Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	88m ACF to nearest bus stop (196 service). **476m ACF to nearest bus stop (Citi 3 service).**
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Less than hourly service (196 service). **10 minute service (Citi 3).**
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	196 service: 27 minute journey time. (Fen Ditton, nr Blue Lion – Cambridge, Drummer Street Bus Station). **Citi 3 service: 20 minute journey time. (Cambridge, Fison Road – Cambridge, Emmanuel Street).**
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.84km ACF
Air Quality, pollution, contamination and noise		
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: Within 690m at closest point.
Would the development of the site result in an adverse impact/worsening of air quality?	G = Minimal, no impact, reduced impact	Green:
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 A14 lies to the East. Traffic noise will need assessment in accordance with PPG 24 and associated

		guidance. The impact of existing noise on any future residential in this area is a material consideration in terms of health and well being and providing a high quality living environment. However residential use is likely to be acceptable with careful noise mitigation.
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:
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?	R = Site contains, is adjacent to, or within the setting of such an area with potential for significant negative impacts incapable of appropriate mitigation	Red: The site adjoins the Fen Ditton Conservation Area to the west. The Fen Ditton Conservation Area Appraisal (2006) describes Fen Ditton as an essentially linear village which has resulted in a very narrow, serpentine form with an almost complete absence of backland development, the only exceptions being a few modern houses. The village

		has an unmistakably rural feel with its grass verges, large trees and its bucolic riverside setting. The high proportion of good quality buildings and spaces means that the streetscene and townscape is of exceptional quality even though the scale is modest. The agricultural character of the village is very important especially at the eastern end of the village, along High Ditch Road, where (converted) barns line the road and there are views of the fine groups of farm buildings. The linear nature of much of the village also means that views out into the open fields surrounding Fen Ditton can be seen from many parts of the village. Development would have a significant adverse impact on townscape and the landscape setting of the village. The LP2004 Inspector considered that the main built-up area of the village has been left behind once north of High Ditch Road. The site forms an important part of the setting of the Conservation Area, and several Grade II* and II Listed Buildings. It would not be possible to mitigate impacts on the historic environment. It would also have a detrimental impact on the linear and rural character of the village.
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: There is evidence for prehistoric and Roman activity in the vicinity. Further information would be necessary in advance of any planning application for this site.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	G = Neutral. Development would not affect grade 1 or 2 land.	Green: Grade 3.
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 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: Fenland landscapes support species and habitats characterised by intensive agriculture due to the high quality soil. This has restricted biodiversity in some parts. However, drains, hedges and field margins provide refuge for species such as barn owl, corn bunting and skylark. Washlands provide temporary areas of flooded grassland that are important for plants such as the marsh foxtail, tufted hair-grass and narrow-leaved water dropwort. Important numbers of wintering wildfowl maybe found on flooded fields. The network of drainage ditches in places still retain water voles with otters occasionally found into the fens where suitable fish stocks are found. Any development proposals should show how features of biodiversity value have been

		protected or adequately integrated into the design.
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:
Any other information not captured above?		
Public Rights of Way – a byway lies approximately 455m to the north west, a footpath lies approximately 280m to the south east of the site.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Significant impact on Green Belt purposes - Significant negative impact on Listed Buildings
Level 2 Conclusion (after allowing scope for mitigation)	**R = Significant constraints or adverse impacts**	Red: - Distant from existing services and facilities - Distant from Secondary School - Significant Conservation constraints
Overall Conclusion	**R = Site with no significant development potential (significant constraints and adverse impacts)**	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	