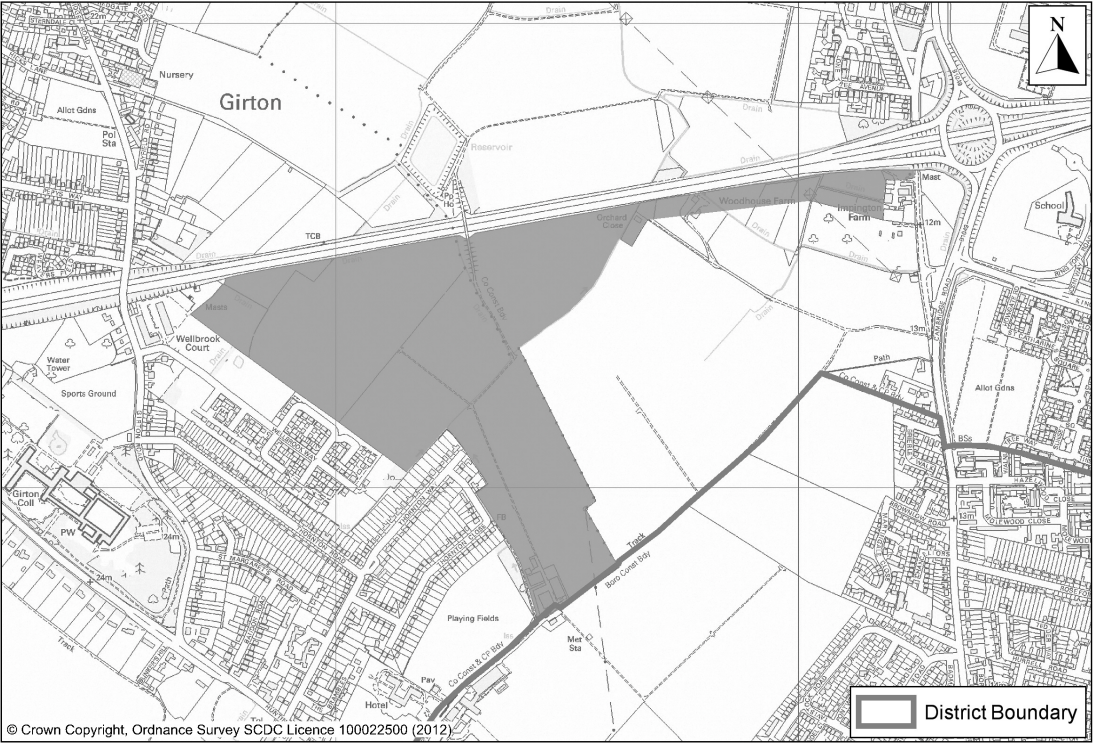


Site Assessments of Rejected Green Belt Sites for Broad Location 10

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 10 Land between Huntingdon Road and Histon Road
Site reference number(s): SC298 (part)	
Site name/address: Land south of the A14 and west of Cambridge Road	
Functional area (taken from SA Scoping Report): <i>City only (North)</i>	
Photo:	
<p>Map:</p> 	
<p>Site description: The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and small areas of woodland, lie to the north east and a hotel and playing fields for Anglia Ruskin University lie to the south west. The remaining land comprises large open agricultural fields, with views across western part of the site to the historic core of Cambridge.</p>	
<p>Current use(s): Primarily agriculture, and sports fields.</p>	
<p>Proposed use(s): Residential and commercial (approximately 2.9ha could be for commercial purposes where it adjoins Histon Road and the A14 junction).</p>	
<p>Site size (ha): 80 Assumed net developable area: 8.98</p>	

Assumed residential density: 40dph		
Potential residential capacity: Between 360 and 447 dwellings (the representation refers to 447 dwellings)		
Site owner/promoter: Known		
Landowner has agreed to promote site for development?: Yes		
Site origin: Other (2012 Issues and Options consultation)		
Relevant planning history: The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. "The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. Some land could be released, retaining other parts to fulfil Green Belt purposes." The allocation of NIAB2 in the SSP Plan reflected the Inspectors' conclusions on Green Belt significance.		
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	
Is site at risk from surface water flooding?	A = Medium risk	Site subject to 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?		
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: 2.33km ACF	Amber: The site lies approximately 2300m from the historic Centre. The development site is large, open and gently sloping down towards the A14 to 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 to the west of the site would lead to the merger of Girton with Cambridge. Development of the eastern part of the site would bring built

		development closer to Impington on the west of Histon Road. Retention of hedges and woodland and a set back of the development from Cambridge Road and the A14 would provide mitigation. Orchard Park to the east already being developed.
To maintain and enhance the quality of the setting of Cambridge	R = High/medium impacts	Red: Development of the site has the potential to significantly reduce the green setting for the city when viewed from the A14 opposite the site.
Key views of Cambridge / Important views	A = Negative impact from loss or degradation of views.	Amber: Negative impact on views over the west of the site.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation.	Red: The development would impact on the existing soft green edge to the city. Views into the site to the east of the site are currently of farmland, hedgerows, woodland and farm buildings. To the west of the site the land is open with wide views of Girton to the west and Cambridge to the south. The existing soft green edge would be lost alongside the A14 where it would be replaced by a more formal green edge with landscaped soil bunds planted with trees and hedgerows. The soft edge would be retained to Cambridge Road. Whilst the character of the existing edge would not be retained, the landscape impact of a partial development of the site would be limited by a setback of development away from the A14 and Cambridge Road and retention of hedgerows and woodland.
Distinctive urban edge	G = Not present	Green
Green corridors penetrating into the City	G = No loss of land forming part of a green corridor /	Green: The proposed development site would not

	significant opportunities for enhancement through creation of a new green corridor	affect Green Corridors.
The distribution, physical separation, setting, scale and character of Green Belt villages (SCDC only)	R = Significant negative impacts incapable of satisfactory mitigation	Red: The development of the western part of the site would effectively connect Girton and Cambridge.
A landscape which has a strongly rural character	A = Medium and medium/minor impacts	Amber: The landscape is open and rural, despite adjoining the A14 to the north. The skyline is currently formed by hedges and trees with only limited development visible at Wellbrook Way.
Overall conclusion on Green Belt	R = High/medium impacts	Red: Development at this site would have significant negative impacts on the green belt purposes.
Impact on national Nature Conservation Designations		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
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		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	G = Site is not on or adjacent to a SAM	Green:
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Girton College listed Grade II* lies over 400m from the site and is separated from it by suburban housing. Impington Farm consists of a group of three former farm buildings located tight in the corner formed by the old Cambridge Road and the A14. The farmhouse may be of sufficient interest to list.
Part B: Deliverability and other constraints		
<i>Criteria</i>	<i>Performance</i>	<i>Comments</i>
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: Access would be onto internal roads in the NIAB1 and NIAB2 sites which will link to both Histon Road and Huntingdon Road. Highways Authority have concerns about how cycle provision would be dealt with.

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: The Highways Agency have not commented on this site. Regarding sites elsewhere close to the A14 they have commented that such sites are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. It can be expected that this development would generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.
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: The phasing of development between Histon Road and Huntingdon Road if this site were to be allocated will need careful consideration of access

		points and the avoidance of construction traffic passing through residential areas.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation	<p>Amber: Electricity - Significant reinforcement and new network required. Pylon line crosses the site.</p> <p>Mains water - The site falls within the Cambridge distribution zone of the Cambridge Water Company (CWC), within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within the Cambridge distribution zone to supply the total number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and/or a new storage reservoir, tower or booster plus associated mains.</p> <p>Gas – Cambridge is connected to the national gas grid. A development of this scale would require substantial network reinforcement.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge works to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded</p>

		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: 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. A full assessment will be required. Providing sufficient school capacity may have knock-on implications for the site area and floor space requirements of the primary and secondary schools planned for between Huntingdon Road and Histon Road.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	A = Site or a significant part of it falls within an allocated or safeguarded area, development would have minor negative impacts	Amber: The majority of this site falls within the Minerals Safeguarding Area for sand and gravel. However, given the size of the site and its proximity to sensitive uses i.e. residential development, it is unlikely to be worked as an economic resource. If the site is allocated and developed any mineral extracted should be used in a sustainable manner. Site is not allocated / identified for a mineral or waste management use through the adopted Minerals and Waste Core Strategy or Site Specific Proposals Plan. It does not fall within a WWTW* or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings,

		structures or works exceeding 90m/295ft in height.
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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: A new District or Local Centre is to be provided on the NIAB1 site.
How far is the nearest health centre or GP service in Cambridge?	A = 400-800m	Amber: A new health facility is to be provided on the NIAB1 site.
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site can be master planned alongside the adjacent NIAB2 site, and benefit from services and facilities provided at both the NIAB sites.
How far is the nearest secondary school?	G = <1km or non-housing allocation or site large enough to provide new school	Green: A new school is to be built on the NIAB 2 site in South Cambridgeshire. The area of the school site may need to be increased to accommodate extra pupil numbers.
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	Amber/Green: 0.50km ACF – to site of new primary school on the Orchard Park site but across Histon Road, 0.58km ACF to the proposed school on the NIAB2 site,
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?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green: The landowners propose substantial areas of new public open space between NIAB2 and Girton and south of the A14 between the new development and the A14.

Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	1.52km 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
G = High quality public transport service	Green:	G = High quality public transport service
R = >800m	3.47km ACF – to new Science Park Station from approximate centre of site.	R = >800m
G = Quiet residential street speed below 30mph, cycle	Green: Subject to there being good links from the	G = Quiet residential street speed below 30mph, cycle

lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.	development to the proposed orbital cycle route to the southeast. There should also be a cycle/pedestrian link to Thornton Way.	lane with 1.5m minimum width, high quality off-road path e.g. cycleway adjacent to guided busway.
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 400m (6)	266m ACF to nearest bus stop.
SCDC Sub-indicator: Frequency of Public Transport	20 minute service (4)	20 minute service (Citi 8)
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Citi 8 service: 12 minute journey time. (Arbury, Brownlow Road – Cambridge, Emmanuel Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	2.33km 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: Air Quality: The majority of the site is within SCDC's declared Air Quality Management Area (as a result of exceedences of the national objectives for annual mean nitrogen dioxide and daily mean PM10, SCDC designated an area along both sides of the A14 between Milton and Bar Hill as an AQMA). Due to this the concerns are twofold. Firstly the introduction of additional residential receptors and members of the public into an area with poor air quality with potential adverse health impact and secondly the development itself and related emissions

		<p>e.g. heating and transport having an adverse impact on the existing AQMA and pollutant levels.</p> <p>Proposals for a mixed residential / commercial development or a commercial / recreational type uses such as Community Stadium within or adjacent to SCDC' Air Quality Management Area has the potential to have a significant adverse impact on local air quality which is not consistent with the Local Air Quality Action Plan. Extensive and detailed air quality assessments including dispersion modelling 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. Any Air Quality Impact assessment should address not only the impacts in the immediate vicinity of the development but also the wider impacts on air quality within the AQMA including cumulative impacts with other developments in the area.</p> <p>On balance Env Health object to the allocation of residential development within the designated air quality management area until noise and air quality impact assessments can demonstrate with a reasonable degree of certainty that it will be technically possible and viable to avoid, mitigate or reduce noise and air quality impacts to prevent new development on site from contributing to or being put at unacceptable risk from, or being adversely affected by</p>
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		<p>unacceptable levels of air and noise pollution. Consideration of commercial/recreational use within this area may be given to those proposals that can demonstrate with a reasonable degree of certainty that it will be possible to mitigate potential impacts on air quality. The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account air quality issues. This report does not address short term exposure to PM10 or the impacts of such development on air quality.</p>
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>Amber: See above.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: NOISE: Road Transport General: The North of the site bounds the A14, the A14 / Histon junction / roundabout is immediately to the North East and Histon Road lies immediately to the East.</p> <p>Very high levels of ambient / diffuse traffic noise dominant the noise environment both during the day and night. Noise likely to influence the design / layout and number / density of residential premises. 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.</p> <p>The majority of the site is likely to be old PPG 24 NEC C / D (empty site) for night: PPG24 advice "Planning permission should not</p>

		<p>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” or planning permission should be refused.</p> <p>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 / Histon Road, acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). Commercial shielding or noise berms / barriers options along A14.</p> <p>It is preferable to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and or mitigate or reduce to minimum. Before any consideration is given to allocating the site for residential development, it is recommended that this noise threat / constraint is thoroughly investigated and assessed having regard to / in accordance with industry best practice / guidance to determine the suitability of the site for residential use. This site requires a full noise assessment including consideration of any noise</p>
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		attenuation measures such as noise barriers / berms and practical / technical feasibility / financial viability. The proposer has supplied an assessment which shows that the site can be developed to a satisfactory standard taking into account noise issues.
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 within or adjacent to an area with a history of contamination	Amber:

Protecting Groundwater

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

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

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: The site is located in an area of high archaeological potential. The Iron Age ringwork Arbury

		<p>Camp was located to the immediate east (HER 08479) and cropmarks of probable Iron Age or Roman enclosures are known to the west (HER 08955, 08956). Elements of this cropmark complex clearly extend into the proposal area. Archaeological excavations are currently underway in advance of development to south, with evidence for Iron Age and Roman settlement (HER ECB3788).</p> <p>County Historic Environment Team advise that further information regarding the extent and significance of archaeology in the area would be necessary. This should include the results of field survey to determine whether the impact of development could be managed through mitigation.</p>
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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: All of the site under the control of the proposer is grade 2 land (note the area proposed for built development would be less than 20ha in area but not retained as agricultural land).
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red: No significant PDL on site.
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	Amber:

	capable of appropriate mitigation	
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Greatest impact likely to be from the extensive loss of open farmland leading to impact upon farmland species including brown hare and farmland birds. Badgers and Barn Owls also noted in submitted ecology survey.
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?		
Electricity pylon line crosses eastern part of site which would constrain development if not sunk underground.		
Allotments gardens on eastern side of Histon Road are a 'Protected Village Amenity Area.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red - Significant adverse impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Noise and air quality constraints due to proximity to A14
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	